

THE EVENING NEWS REVIEW.

15TH YEAR. NO 133.

EAST LIVERPOOL, O., MONDAY, NOV. 13, 1899.

TWO CENTS

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Principal Place of Operations About Kimberley.

THERE WAS HOT SKIRMISHING.

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LONDON, Nov. 13.—The war office issued the following dispatch from General Sir Redvers Buller, dated Cape Town, Nov. 11, 10:40 p. m.

"Colonel Kekewich (British commander at Kimberley) reports that the enemy were very active on Nov. 4, principally with the object of driving off cattle. The Orange Free State troops retired rapidly before Colonel Turner without firing. At 12:30 p. m. the Transvaal troops advanced on Kenilworth. Major Peakman, with a squadron of the Kimberley light horse, was hiding in the bush and gave the enemy a warm reception. The Boers retired firing. Colonel Turner reinforced Maj. Peakman and at 12:40 p. m. the enemy opened fire with one piece of artillery at nearly 4,000 yards range.

"Two guns of the Diamond field artillery were then sent in support of Colonel Turner, but the enemy's guns had ceased firing after the fifth round. Consequently our guns did not come into action. The enemy's artillery fire was not damaging and the shooting was bad.

"Our casualties in the Kenilworth engagement were limited to Major Ayleiff of the Cape police, who was wounded in the neck. He is expected to recover. Later in the day our pickets saw the



PRINCE CHRISTIAN VICTOR.
[Queen Victoria's grandson.]

He Has Gone to the Front to Fight the Boers.

Boers carried off six dead from one spot, probably killed by our Maxim. The total Boer loss was probably heavy, but had not been estimated by Colonel Kekewich.

"About 5:30 p. m. Colonel Turner was again in contact with a new body of the enemy on the Schest Drift road. From the conning tower a large number could be plainly seen about two miles to the north of the Kimberley reservoir, and others held a walled enclosure on their right flank. Colonel Turner opposed with a Maxim and two guns of the Diamond field artillery sent in support. He came into action at 6:47 p. m. and continued firing until dusk.

"Our further casualties there were Private Lubbe of the Cape Police, who was shot through the head and who died on arriving at the hospital, and Sergeant Watermange of the Kimberley division of the Cape police, who was wounded but is doing well.

"Colonel Kekewich is unable to state the enemy's loss, but believes these must have been severe, judging from the precipitate retreat of the Boers.

"At 6:19 p. m. the enemy opened fire with one piece of artillery from Kampersdam on Otos Kopje, the latter being held by the Cape police. The enemy inflicted no damage."

The following dispatch from Baden-Powell, British commander at Mafeking, dated Oct. 25 and forwarded by General Buller, was posted by the war office:

"All is well here. After two days' shelling and a heavy bombardment a

body of the enemy made a general attack on three sides of the town, which was repulsed by our Maxim fire. The enemy is now drawing off. Our casualties were slight.

"Lieutenant Llewellyn, with several armored trains, drove off the enemy at Crocodile pool on Wednesday, killing eight."

LONDON, Nov. 13.—The war office announced that the troopship Roslin Castle has arrived at Durban and the troopship Gascon at Cape Town.

The war office issued the following official dispatch from Cape Town, dated Sunday, Nov. 12, noon:

"Colonel Gough, at Orange river, reports that during the reconnaissance of 15 miles to a point nine miles west of Belmont on Nov. 10, the officers of the patrol first came upon a Boer position taken upon a great semi-circular ridge, standing out into the plateau. They endeavored to make the Boers develop their strength by demonstrating with two squadrons of the Ninth Lancers and a field battery on the left wing, with one and one-half companies of mounted infantry on the right wing, and with artillery in the middle of the plateau out of the infantry fire.

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"Our guns fired several apparently effective shots, but the enemy did not respond, having withdrawn with the wounded. The enemy did not fire on an ambulance. Colonel Gough withdrew his force after a demonstration lasting three hours and returned to camp the same afternoon near Orange river.

"The guns and a few horses were brought in by rail. The wounded were sent to Graham's river by rail immediately after the action. The enemy's strength appeared considerable, apparently 700, with one gun, under David Dibe and P. Van Der Merwe."

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This is a marked change from his condition ten days ago. At that time he was rapidly sinking and his stomach had refused food of all kinds. For several days he lived on grapes and the juice of grape fruit, but it soon appeared that his stomach was so congested that he could not even take these.

Mr. Hobart spent most of his time in a reclining position and he sleeps without the aid of opiates. The most painful and alarming feature of his illness has been his attacks of nervousness as night approached. These attacks have decreased.

Mrs. Hobart, who had spent nearly every minute of her time during the past two weeks at the bedside of her husband, feels very much encouraged and secures more rest than formerly.

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NEW YORK, Nov. 13.—The World published an affidavit by Joseph Koch, manager of a Broadway private letter agency, positively identifying Roland E. Molineux as the man who engaged a letter box on Dec. 21, 1898, under the name of H. Cornish. Koch further swears that a sample box of Kutnow powder, as well as other pieces of mail arrived, addressed to H. Cornish.

To Remove Indians to Mexico.

FORT WORTH, Tex., Nov. 13.—W. J. Lyons, immigration agent for Mexico; J. A. Dick, secretary of the Ketowah society of the Cherokee Indians and ex-chief clerk of the Cherokee council, and Judge J. T. Drew of Fort Gibson, I. T., are here on business pertaining to the removal of the Indians from the Indian territory.

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General Lawton's headquarters are still at Cabanatuan.

General Young, with his cavalry and infantry, is still pushing ahead through the fearful mud, but his exact whereabouts is not known.

General Young, with his cavalry, took San Jose on Wednesday. A small insurgent force stationed there retreated. The troops were ferried across the river to Cabanatuan on a raft. During the passage an accident occurred by which a private of the Twenty-second regiment was drowned.

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"In my opinion a force of 75,000 to 100,000 men is needed to promptly and successfully settle this matter. This force has to be retained until those who are friendly and take the oath of allegiance to the United States are strong enough to protect themselves."

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A Terrible Engagement in Venezuela. Porto Cabello Finally Surrendered to Castro's Force.

PORTO CABELLO, Venezuela, Nov. 13.—General Paredes, a former commander in the army of ex-President Andrade, who had refused the demand made upon him by General Cipriano



GENERAL CIPRIANO CASTRO.

Castro and the de facto authorities to surrender the town, even when this was re-enforced by the request of the British, American, French, German and Dutch commanders, surrendered after a terrible battle.

The aspect of the city is one of ruin and devastation and it is estimated that upwards of 650 persons were killed or wounded during the fighting.

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CLEVELAND, Nov. 13.—Fire occurred in the Bradley block on Bank street, destroying the upper two of the seven stories. The damage done amounts to \$100,000, chiefly by water. The loss falls upon the Bradley estate and the occupants of the building, the Sunshine Cloak and Suit company, occupying five floors; a branch of Root & McBride Brothers', wholesale drygoods; S. Korach & Co., clothing; Kohn Brothers & Keller, clothing, and a branch of the Beeman Chemical company, chewing gum.

Grandson of Jeff Davis Killed.

HALIFAX, N. S., Nov. 13.—Lieutenant C. O. Wood of the North Lancashire regiment, reported fatally wounded at Kimberley and whose death was subsequently announced, was a grandson of Jefferson Davis, president of the southern Confederacy, and a great grandson of President Zachary Taylor. His father is Captain J. Taylor Wood, who has resided in Halifax since the close of the war between the north and south. Captain Wood figured with great distinction as naval lieutenant and commander in that war.

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It is believed he is the man who shot Patrolman Sheehey, and that the dead robber is the one who shot Chief of Police McGrath before the chief fired the shot which put an end to his existence. Both policemen are still living, with but little change in their condition. It will take time to tell what the result will be with them.

A portion of the posse which left this city in a special train for Grand Valley to search the country in that neighborhood for the one missing member of the party of robbers, returned here. The robber has not yet been captured, but men are still on his track and expect to take him soon. He escaped from the swamp in which he was located and was seen going through Grand Valley before the posse arrived.

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In a fight with three men who had robbed a railway station and a house of ill fame, at Titusville, Pa., Chief of Police Daniel McGrath and Policeman William Sheehey were very badly wounded and James Blake of Youngstown, O., one of the robbers, was killed. Another robber was arrested and narrowly escaped lynching and another was chased into a swamp.

A NATIONAL NAVAL RESERVE

Assistant Secretary Allen Strongly Endorsed Scheme in His Report.

WASHINGTON, Nov. 13.—The leading feature of the annual report of Assistant Secretary Allen to Secretary Long relative to the naval militia is his strong endorsement of the plan for the organization of a national navy reserve. He pointed out that the experience of the past year had suggested certain changes in the original plan for this organization as contained in the bill submitted to the last session of congress, and that it be pushed with certain amendments prepared by Lieutenant Commander W. H. H. Southerland.

In substance that officer said that as the personnel act had made the term of service of enlisted men in the navy four years, the same period should be fixed for the enrollment in the naval reserve. Some provision should be made by which the naval reserve officer should be promoted in war time with the regular officer with whom he holds the same date of commission. It is also recommended that steps be taken for the organization of a permanent coast signal system from the retired list of the navy and the employees of the lighthouse and lifesaving service.

Alleged Repeaters Bailed.

PHILADELPHIA, Nov. 13.—Magistrate Keenan accepted bail for William Cook, John F. Sheehan and Harry McCabe, alleged election repeaters, their bond being given by Common Councilmen Edward P. Mackin of the Seventh ward. Mackin gave real estate security. As soon as bail was entered Magistrate Keenan made out discharges and the prisoners were released from Moyamensing prison.

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THE EVENING NEWS REVIEW.

15TH YEAR. NO 133.

EAST LIVERPOOL, O., MONDAY, NOV. 13, 1899.

TWO CENTS

BOERS TOOK CATTLE

Principal Place of Operations About Kimberley.

THERE WAS HOT SKIRMISHING.

British, While Reconnoitering, Developed a Strong Boer Position, Not Far From Belmont—British Officer Killed. A Troopship Reached Durbin.

LONDON, Nov. 13.—The war office issued the following dispatch from General Sir Redvers Buller, dated Cape Town, Nov. 11, 10:40 p. m.

"Colonel Kekewich (British commander at Kimberley) reports that the enemy were very active on Nov. 4, principally with the object of driving off cattle. The Orange Free State troops retired rapidly before Colonel Turner without firing. At 12:30 p. m. the Transvaal troops advanced on Kenilworth. Major Peakman, with a squadron of the Kimberley light horse, was hiding in the bush and gave the enemy a warm reception. The Boers retired firing. Colonel Turner reinforced Maj. Peakman and at 12:40 p. m. the enemy opened fire with one piece of artillery at nearly 4,000 yards range.

"Two guns of the Diamond field artillery were then sent in support of Colonel Turner, but the enemy's guns had ceased firing after the fifth round. Consequently our guns did not come into action. The enemy's artillery fire was not damaging and the shooting was bad.

"Our casualties in the Kenilworth engagement were limited to Major Ayleff of the Cape police, who was wounded in the neck. He is expected to recover. Later in the day our pickets saw the

body of the enemy made a general attack on three sides of the town, which was repulsed by our Maxim fire. The enemy is now drawing off. Our casualties were slight.

"Lieutenant Llewellyn, with several armored trains, drove off the enemy at Crocodile pool on Wednesday, killing eight."

LONDON, Nov. 13.—The war office announced that the troopship Roshu Castle has arrived at Durban and the troopship Gascon at Cape Town.

The war office issued the following official dispatch from Cape Town, dated Sunday, Nov. 12, noon:

"Colonel Gough, at Orange river, reports that during the reconnaissance of 15 miles to a point nine miles west of Belmont on Nov. 10, the officers of the patrol first came upon a Boer position taken upon a great semi-circular ridge, standing out into the plateau. They endeavored to make the Boers develop their strength by demonstrating with two squadrons of the Ninth Lancers and a field battery on the left wing, with one and one-half companies of mounted infantry on the right wing, and with artillery in the middle of the plateau out of the infantry fire.

"The enemy began by firing at our cavalry from a gun at the north end. As the cavalry, in open order, began to circle around them, the hills seemed full of sharpshooters. The mounted infantry endeavored to outflank the enemy's left, in order to discover the laager, coming under a heavy and unexpected fire from a few skirmishes. (Here follows a list of casualties.)

"Our guns fired several apparently effective shots, but the enemy did not respond, having withdrawn with the wounded. The enemy did not fire on an ambulance. Colonel Gough withdrew his force after a demonstration lasting three hours and returned to camp the same afternoon near Orange river.

"The guns and a few horses were brought in by rail. The wounded were sent to Graham's river by rail immediately after the action. The enemy's strength appeared considerable, apparently 700, with one gun, under David Dibe and P. Van Der Merwe."

One officer was killed.

HOBART MORE IMPROVED.

His Stomach Digested Food, Which He Ate With a Relish—Mrs. Hobart Encouraged.

PATERSON, N. J., Nov. 13.—The improvement in Vice President Hobart's condition that had been observed for several days continued. He ate solid food with relish and it promptly assimilated. With his meals he took milk and between meals was given milk punches.

This is a marked change from his condition ten days ago. At that time he was rapidly sinking and his stomach had refused food of all kinds. For several days he lived on grapes and the juice of grape fruit, but it soon appeared that his stomach was so congested that he could not even take these.

Mr. Hobart spent most of his time in a reclining position and he sleeps without the aid of opiates. The most painful and alarming feature of his illness has been his attacks of nervousness as night approached. These attacks have decreased.

Mrs. Hobart, who had spent nearly every minute of her time during the past two weeks at the bedside of her husband, feels very much encouraged and secures more rest than formerly.

Damaging to Molineux.

NEW YORK, Nov. 13.—The World published an affidavit by Joseph Koch, manager of a Broadway private letter agency, positively identifying Roland B. Molineux as the man who engaged a letter box on Dec. 21, 1898, under the name of H. Cornish. Koch further swears that a sample box of Kutnow powder, as well as other pieces of mail arrived, addressed to H. Cornish.

To Remove Indians to Mexico.

FORT WORTH, TEX., Nov. 13.—W. J. Lyons, immigration agent for Mexico; J. A. Dick, secretary of the Kewah society of the Cherokee Indians and ex-chief clerk of the Cherokee council, and Judge J. T. Drew of Fort Gibson, I. T., are here on business pertaining to the removal of the Indians from the Indian territory.

Fifty Privates Poisoned.

SAN FRANCISCO, Nov. 13.—Fifty privates of Company K of the Forty-second volunteer infantry were the victims of ptomaine poisoning, and 18 of them are in the general hospital at the presidio slowly recovering.

AGUINALDO HAD FLED

The Army and Cabinet Not at Tarlac.

COL. BELL ENTERED THE PLACE.

General MacArthur Took Bamban, a Supposed Stronghold—Rebels Fought According to Their Old Tactics—One American Officer Killed.

MANILA, Nov. 13.—(8:25 p. m.)—Colonel Bell's regiment and a small force of cavalry entered Tarlac last night without opposition.

Where Aguinaldo with his army and the so-called government have fled is a mystery.

MANILA, Nov. 13.—General MacArthur and General Lawton are closing in on Tarlac. Communication with distant points is impossible, except by means of the government wire, which is crowded with official business.

General MacArthur took Bamban. This is supposed to be the strongest position held by the Filipinos except Tarlac. The brief accounts of the engagement received indicate that the rebels fought according to their recent tactics, retreating after firing a few volleys. One officer of the Thirty-sixth regiment is the only American reported killed.

General MacArthur began his advance about daylight. Colonel Smith, with the Seventeenth regiment on the right, Major Bell's command and the Thirty-sixth on the left and the Ninth in the center. Colonel Smith encountered a small force at 6 o'clock, easily dispersing the rebels. Major Bell secured a position on the mountain, from which he poured an enfilading fire from rifles and Hotchkiss guns upon the first line of the enemy's trenches. The Filipinos stood the fire for 20 minutes and then retreated to the mountains. General MacArthur entered Bamban at 10 o'clock and Colonel Smith occupied Capas, the first town beyond.

General Lawton's headquarters are still at Cabanatuan.

General Young, with his cavalry and infantry, is still pushing ahead through the fearful mud, but his exact whereabouts is not known.

General Young, with his cavalry, took San Jose on Wednesday. A small insurgent force stationed there retreated. The troops were ferried across the river to Cabanatuan on a raft. During the passage an accident occurred by which a private of the Twenty-second regiment was drowned.

HAS HIGH OPINION OF OTIS.

Tennessee Colonel Interviewed—Strange Death of a Private.

SAN FRANCISCO, Nov. 13.—Colonel Childers of the Tennessee regiment, who arrived from the Philippines, said in part:

"I have a very high regard for General Otis and his ability as a soldier and a statesman. Of course he could have slashed in and laid the islands waste with fire and sword, but to do this without an effort first to show the natives that the United States wished to give them a fair, just and liberal government would have forever prevented amicable relations, and it would have become a question of extermination and recolonization.

"In my opinion a force of 75,000 to 100,000 men is needed to promptly and successfully settle this matter. This force has to be retained until those who are friendly and take the oath of allegiance to the United States are strong enough to protect themselves.

"I think local affairs should, as far as possible, be left in the hands of the natives."

Corporal L. B. Price of the Tennessees was subject to fits and somnambulism and was in the habit of sleeping with a red cloth around his head to protect it from insects.

One night, while asleep, shortly before the regiment left the islands, he wandered by the line and, as he was returning he was mistaken for a Filipino by a member of the sixth infantry, who shot him.

Grace M. Church Rededicated.

HARRISBURG, Nov. 13.—Grace Methodist church, in which the legislature of 1897 held its sessions after the burning of the capitol, was rededicated Sunday with impressive services. The sermon

at the morning services was preached by Bishop John F. Hurst of Washington. Governor and Mrs. Stone gave a dinner party at the executive mansion last evening in the bishop's honor. Ex-Governor and Mrs. Pattison of Philadelphia were among the guests.

ABOUT 650 PERSONS KILLED IN BATTLE

A Terrible Engagement in Venezuela. Porto Cabello Finally Surrendered to Castro's Force.

PORTO CABELLO, Venezuela, Nov. 13.—General Paredes, a former commander in the army of ex-President Andrade, who had refused the demand made upon him by General Cipriano



GENERAL CIPRIANO CASTRO.

Castro and the de facto authorities to surrender the town, even when this was re-enforced by the request of the British, American, French, German and Dutch commanders, surrendered after a terrible battle.

The aspect of the city is one of ruin and devastation and it is estimated that upwards of 650 persons were killed or wounded during the fighting.

Dr. Braisted of the United States cruiser Detroit and the other surgeons of the various warships in the harbor were ministering to the wants of the wounded.

General Ramon Guerra began a land attack upon the town and the position of General Paredes on Friday night. Desultory fighting continued until Saturday morning about 4, and then a fierce struggle ensued. General Paredes made a stubborn defence, but General Guerra forced an entrance into the town about 5 o'clock Saturday.

As early as 8 o'clock Saturday morning the fleet arrived and began a bombardment, but the range was too great and the firing proved ineffective.

General Paredes held the fort on the hill and Fort Libertador until Sunday morning.

A Fire In Cleveland.

CLEVELAND, Nov. 13.—Fire occurred in the Bradley block on Bank street, destroying the upper two of the seven stories. The damage done amounts to \$100,000, chiefly by water. The loss falls upon the Bradley estate and the occupants of the building, the Sunshine Cloak and Suit company, occupying five floors; a branch of Root & McBride Brothers', wholesale drygoods; S. Korach & Co., clothing; Kohn Brothers & Keller, clothing, and a branch of the Beeman Chemical company, chewing gum.

Grandson of Jeff Davis Killed.

HALIFAX, N. S., Nov. 13.—Lieutenant C. C. Wood of the North Lancashire regiment, reported fatally wounded at Kimberley and whose death was subsequently announced, was a grandson of Jefferson Davis, president of the southern Confederacy, and a great grandson of President Zachary Taylor. His father is Captain J. Taylor Wood, who has resided in Halifax since the close of the war between the north and south. Captain Wood figured with great distinction as naval lieutenant and commander in that war.

To Investigate Transportation.

WASHINGTON, Nov. 13.—A portion of the industrial commission will go to Chicago this week to conduct an investigation into the question of transportation. A number of witnesses have agreed to appear. The sittings will be held at the Auditorium hotel, beginning Nov. 15 and continuing until Nov. 27.

MAD PEOPLE FEARED

Burglar Major Taken to the Meadville, Pa., Jail.

ANOTHER ESCAPED FROM SWAMP.

Officers Still After Third of the Murderous Trio That Committed Robbery and Shot Officers, at Titusville, Pa. One Burglar Killed.

TITUSVILLE, Pa., Nov. 13.—As a precautionary measure against possible mob violence, in the event of the death of one or both of the policemen wounded in the fight here with burglars, Frank Major, the robber who was captured at Grand Valley, was removed to the county jail at Meadville.

It is believed he is the man who shot Patrolman Sheehy, and that the dead robber is the one who shot Chief of Police McGrath before the chief fired the shot which put an end to his existence. Both policemen are still living, with but little change in their condition. It will take time to tell what the result will be with them.

A portion of the posse which left this city in a special train for Grand Valley to search the country in that neighborhood for the one missing member of the party of robbers, returned here. The robber has not yet been captured, but men are still on his track and expect to take him soon. He escaped from the swamp in which he was located and was seen going through Grand Valley before the posse arrived.

He had on one rubber, and in that manner was later on tracked over the hill in the direction of the homes of the desperate gang, who had borne an unenviable reputation for some time. Members of the party who returned brought with them descriptions of several members of the gang of desperadoes and outlaws, whose headquarters are at a place known as Yankee Bush, located between Hemlock and Torpedo, in Warren county.

An accident occurred in connection with the search. One of the searching party, James Mabin of Grand Valley, in getting over a log fell and his gun was discharged, the shot tearing through his lungs. He cannot recover.

In a fight with three men who had robbed a railway station and a house of ill fame, at Titusville, Pa., Chief of Police Daniel McGrath and Policeman William Sheehy were very badly wounded and James Blake of Youngstown, O., one of the robbers, was killed. Another robber was arrested and narrowly escaped lynching and another was chased into a swamp.

A NATIONAL NAVAL RESERVE

Assistant Secretary Allen Strongly Endorsed Scheme in His Report.

WASHINGTON, Nov. 13.—The leading feature of the annual report of Assistant Secretary Allen to Secretary Long relative to the naval militia is his strong endorsement of the plan for the organization of a national navy reserve. He pointed out that the experience of the past year had suggested certain changes in the original plan for this organization as contained in the bill submitted to the last session of congress, and that it be pushed with certain amendments prepared by Lieutenant Commander W. H. H. Southerland.

In substance that officer said that as the personnel act had made the term of service of enlisted men in the navy four years, the same period should be fixed for the enrollment in the naval reserve. Some provision should be made by which the naval reserve officer should be promoted in war time with the regular officer with whom he holds the same date of commission. It is also recommended that steps be taken for the organization of a permanent coast signal system from the retired list of the navy and the employees of the lighthouse and lifesaving service.

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The Candidates For Land Appraiser In St. Clair Township Had the Same Votes.

At the recent election in St. Clair township George A. McCoy, Republican, and Ora Smith, Democrat, candidates for land appraiser, each received the same number of votes. The candidates decided to toss up for the place, and the first time it also resulted in a tie. Another toss was made and Smith won the place.

We have the most beautiful line of boys' and children's clothing in the city.

* THE SURPRISE CLOTHING HOUSE.

GOOD SUGGESTION.

Talk of Placing Martin Elliott on the Board of Health.

The new Fifth ward will be entitled to a seat on the board of health next spring, and already friends are urging Martin W. Elliott to enter the race. Elliott is a Democrat, but it is the opinion that if elected he would be the means of some needed improvements being done in the East End.

CANNOT LIVE WITH HER

Harry Mushenheim Leaves His Wife In Pittsburgh.

LOOKS FOR HIM AT THE MORGUE

Thinking He Has Been Killed While He Returns to This City and Goes on to Wheeling—Says Her Temper Was Too Much For Him—Married February.

A Pittsburgh paper yesterday published the following which will be of interest to people of this place:

"Harry W. Mushenheim, a thrifty young German, of No. 5 Sycamore street, Mount Washington, disappeared from home Saturday, November 4. Not a clew of his whereabouts can be traced.

"Mrs. Mushenheim reported the disappearance of her husband to the police officials and to the officials at the morgue. She said they were married in East Liverpool, O., last February, and came to Pittsburgh a few weeks ago.

"Last Saturday afternoon he came home and handed his wages to his wife, also a receipt for October's rent. In the evening he went to the butcher shop and that was the last his wife saw of him. The wife says all his clothing is at the house, and that he had but 65 cents in his pockets when he disappeared. He had access to the money, and if it had been in his mind to go away he would have first made financial preparations.

"The missing man is 25 years old. He weighed about 150 pounds and was five feet 10 inches tall. He wore a light brown overcoat and dark clothes. He was a person of temperate habits. Drink, Mrs. Mushenheim does not believe, would cause him to leave her.

"Although there have been several unknown persons brought to the morgue recently the descriptions do not agree with that of the absent husband."

William Mushenheim, father of the missing man, was seen at his home on Mulberry street last evening, and in speaking of his son's actions said: "Harry came home last Sunday evening on '41.' My wife let him in and I did not know it until in the morning. He remarked that he could not live with his wife on account of her temper, but I told him he must return home as I would have nothing to do with him. He left on Monday morning for Wheeling where I think he is at present. When they lived in East End they resided on Railroad avenue and frequently quarrelled. No, they were not married here, but in Pittsburgh. Her maiden name was Minnie Inglespie. Her parents are wealthy and reside on Liberty avenue, Pittsburgh."

Harry Mushenheim was a cigar maker by trade, but since his removal to Pittsburgh was employed in an iron foundry. Mrs. Mushenheim says the brother of her husband, William Mushenheim, disappeared from his home in Lawrenceville five years ago, and that the family has never since heard from him.

Elroy Stock Company.

The Elroy Stock company, presenting an entire change of play at each performance, will be seen at the Grand Opera House commencing tonight. The company has always had large attendances on its former visits, and will doubtless repeat the experience this week. This season the management has introduced a wealth of new scenery, gorgeous costumes, fine stage accessories and intricate mechanical effects. The opening bill will be "The Secret Enemy."

Will Attend the Reception.

Rev. G. G. Conway and wife, of Uniontown, Pa., arrived today to attend the reception to the pastor in the M. P. church tomorrow evening.

A fine line of men's and youths' dress pants can always be had at

* THE SURPRISE CLOTHING HOUSE.

YOUR HOME IS YOUR MANSION.

The above being true, you want your home as attractive and comfortable as your means will justify.

Judicious Purchasing of Your

House - Furnishings

can combine beauty and comfort at but a moderate expenditure.

Everything in Furniture for every room in the house,

Carpets, Oil Cloths

Linoleums,

Lace Curtains, Etc.,

- - at the Lowest Prices, at - -

Frank Crook's,

Fifth and Market Streets.

GO AND SEE

FRANK M. FOUTTS
In New Quarters.

EVERYTHING in the Grocery and Provision Line. Nicest and freshest goods in the city. Prices will please you.

RYAN BLOCK,
Broadway & East Market.

EVERY WOMAN
Sometimes needs a reliable monthly regulating medicine.
DR. PEAL'S
PENNYROYAL PILLS,
Are prompt, safe and certain in result. The genuine (Dr. Peal's) never disappoints. Sent anywhere \$1.00.
For sale by C. G. Anderson, Druggist

JACK ROWE'S
BOSS UNION BREAD.
Watch for the label on each and every loaf. No better bread made.
160 Washington St. Phone 161-3.

LEADING WATCH AND OPTICAL HOUSE.
Note Address. Roberts, 167 Fifth Street.
Best work on watches, clocks and jewelry. Your eyes will be rested and comforted by using glasses fitted by Dr. J. T. Roberts, Ref. D.
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Tuesday, Nov. 14.
20c all wool hose for men, in blue and grey, 11c.
\$2 and \$2.50 fancy vests, single and double breasted, the latest out, \$1.25
At ERLANGER'S

"There's nothing half so sweet in life as love's young dream."

It was meant to be so when woman was ordained man's helpmeet. But it was never meant that love's dream should have so sad an awakening. It is due chiefly to ignorance that young women are so rudely awakened from the dream of love. They enter on the married state without physical or mental preparation. They are entirely unaware of the great physiological change suggested by the one word "marriage."

Every young woman should be prepared for that change. There should be no neglect of irregularities. The perfect health of the peculiarly womanly organs should be the daily care. Thousands of women who entered in marriage unprepared, and passed from irregularities to debilitating drains, inflammation, ulceration and female weakness, have been altogether and absolutely cured by the use of Dr. Pierce's Favorite Prescription. This great medicine is not a cure-all, but a specific for the chronic diseases peculiar to women. It does one thing perfectly; it makes weak women strong and sick women well.

"For two years I had been a sufferer from chronic diseases and female weakness," writes Mrs. Allen A. Bobson, of 1125 Rodman Street, Philadelphia, Pa. "I had two doctors, who only relieved me for a time. My niece advised me to take Dr. Pierce's Favorite Prescription. I did, and have been highly benefited. I am now a strong woman, and can recommend Dr. Pierce's medicines to all similarly afflicted."

A. C. WOLFE,
Teacher of piano, violin, mandolin, and all brass and string instruments. Music furnished for parties, balls, etc. 3 or 7 pieces.
Address until October 1st.
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John Trautman,
Box 240 East Liverpool, Ohio

ALL the news in the News Review

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THE EAST END.

MAKING NO PROGRESS

Charles Goodballet Tells a Few Things About Otis.

OTHER OFFICERS TALKED ABOUT

A Boy Given a Thrashing for Attempting to Take a Basket—Talk of Martin Elliott Being put up for the Board of Health Next Spring.—News of East End.

Conrad Goodballet, Helana, has received an interesting letter from his brother, Charles Goodballet, in the Philippines, now a member of Company K, Seventeenth United States Infantry. Aside from speaking of the many engagements he has been in he severely criticises General Otis and a number of other officers. In referring to the campaign of General Otis the writer says: "The war is likely to continue for many months under the present plan and operations. We are making no progress, although many battles have been fought with the natives."

FOR FREIGHT AND PASSENGER STATION.

Railroad Company Purchased Land in the Puritan Tract.

East End will have a passenger and freight station by next spring, and work on the buildings will commence early in the new year. This is a settled fact. Last week the company purchased a tract of land in the Puritan addition and the consideration was such that the buildings must be erected by spring. The land has a frontage of 360 feet on St. George street and the railroad, and 100 feet on Central avenue. The ground is opposite the new National pottery. The sale of this land is one of the most important deals made in East End for many months.

Following in the wake of the above deal negotiations are now pending for the erection of a large business block near the new station. The plans for this building are now being made, and work will start in January.

A BAD YOUTH.

Rolled a Pipe Over the Hill and Attempted to Take a Basket of Goods.

Saturday a young boy living in Dixonville thought he would have some fun and rolled an iron pipe over the hill on the road to Boydville, which almost struck two horses standing at the bottom. The driver ran after the youth but did not catch him. The man entered a nearby store and when he came out, discovered the boy attempting to take a basket from the wagon. He caught the youngster and gave him a severe thrashing for his actions. The boys of East End are in for all the fun going, but it will not be long until some of them are taken to city hall if they continue to annoy the people.

Special Services.

A week of special services will commence this evening in the Second U. P. church, under the direction of the pastor, Rev. J. R. Greene, assisted by Rev. Charles Fulton, of Corapolis.

Changed His Position.

George Brandt, who has been employed at the French China company, has given his two weeks' notice. He

has taken a bench at the Homer Laughlin No. 2.

SHOT HIS MOTHER.

Young Smith Cleaned a Revolver, but Didn't Know it Was Loaded.

Saturday evening a 16 year-old son of Motorman Thomas Smith, of Dixonville, while cleaning a revolver accidentally shot his mother in the left shoulder, causing a bad wound. He did not know the gun was loaded.

A New House.

Harry Means has commenced the erection of a six room frame dwelling in the orchard. It is to be finished by January.

He Is a Good Hunter.

Doctor Davis went hunting last Saturday, and after shooting 36 shells found that he had killed but one rabbit.

PRICE OF PACKAGES PUZZLING POTTERS.

Advance in the Cost of Barrels and Material Becoming a Serious Factor.

Commenting upon the advance in the price of ware, the New York Crockery Journal says:

"The potters have been considering seriously the necessity of meeting the increased cost in all materials. Lumber for which they formerly paid \$10 to \$12 per thousand now costs them \$17 to \$18. Coopers' stock for barrels—headings, staves, etc—have advanced very much more, over 100 per cent in most cases. It is absurd to pay such an increased cost for packages in which to ship their products and furnish them to their patrons at the same old price, especially when the present price of pottery is considered. The four grades of barrels—30c, 35c, 40c and 50c—will probably be raised not less than 50 per cent to enable the potter to get somewhere near even on his packages. While the manufacturer does not expect to get any profit on his packages, there is no valid reason why he should furnish them to his customers at an absolute loss. This package matter is only the beginning of the reorganization of prices. The majority have contracts on materials ending with the year. Next January they will have to pay the advance on all raw materials, ranging from 10 to 25 per cent, or more. Clays, flint, spar, colors, boracic acid, lead, plaster, etc., have all advanced materially during the year. The balance sheets of 1899 will probably be interesting reading to a large share of the pottery owners next January."

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For sale.

For rent.

Furnished room for rent.

Furnished rooms for rent.

Do not spit on the floor.

Do not spit on the carpet.

Sewing.

Dressmaking.

Boarding.

Terms strictly cash.

Pay today; we trust tomorrow, &c.

They are neatly printed on tough cardboard, and are readable at quite a distance.

Option Blanks, three for 5c.

New Sunday Trains.

Under new schedule taking effect on Pennsylvania lines, C. & P. division, Sunday, July 23, a new train will be run regularly on Sundays between Pittsburg, East Liverpool, Steubenville and Bellaire. The train will leave Pittsburg union station 7:10 a. m., central time, arrive East Liverpool 9:02 a. m., Steubenville 10:06 a. m., Bellaire 11:15 a. m., central time; returning leave Bellaire 1 p. m., East Liverpool 3:07 p. m.

Reduced Rates.

For the accommodation of persons wishing to make Thanksgiving Day trips, excursion tickets will be sold at any ticket station of the Pennsylvania lines to stations on those lines within a radius of 150 miles of selling point. Tickets will be on sale November 29 and 30, good returning until December 1, inclusive. For rates, time of trains, &c., apply to nearest ticket agent of the Pennsylvania lines.

Watson & Sloan. Stoves and Hardware.

ATLANTIC TEA CO.

New Evaporated Peaches,
New Evaporated Apricots,
New Cranberries.

All fine selected stock. Give us a trial, and we are confident we will supply you with your fruit.

Price List.

Fancy Evaporated peaches, per lb.	10c
Extra fancy Evap. peaches, per lb.	12½c
Fancy Evap. apricots, per lb.	12½c
New cranberries, per quart	8c
Light brown sugar, 25 lbs for	\$1.00
Standard "A" sugar, 20 lbs. for	\$1.00
Standard package coffee, per lb.	10c
Fresh ginger snaps, per lb.	5c
Fresh oyster crackers, per lb.	5c
Fresh butter crackers, per lb.	5c
Fresh lunch cakes, per lb.	7c
Fresh lemon cakes, per lb.	7c

We lead; let those who can, follow.

ATLANTIC TEA CO.

THE PARK

Will be Discussed at the Meeting of Council Tomorrow Evening.

Council, at the meeting tomorrow evening, will take some action on the offer of Prof. W. L. Thompson to donate a park to the city. In regard to the offer of Samuel Dixon to donate a boulevard through his property it is not known what action will be taken, although Mr. Dixon says he is willing to do his part toward putting the boulevard in good condition. Another thing council is to do is to accept the offer of Carnegie to build a library here.

A Very Useless Insect.

A writer in the Philadelphia Times who has been looking up the record of the mosquito in natural history has come to the conclusion that it is a very useless insect. Here is the result of his investigation:

"Just why the mosquito bites people is not yet known. It is not to furnish it food, for it is an established fact that a mosquito, after gorging himself with human blood, dies within a few hours, whereas mosquitoes that have never tasted blood have been known to live very comfortably, even through the entire winter and into the next season. The adult mosquito does not need food. During its larvæ stage it has stored up enough nourishment to last all its life, and it is a normal state for it to go without food for the rest of its existence. All that it needs is moist air, adult mosquitoes being known to pass the winter in damp cellars, living on nothing but the moisture.

"The fact that it is estimated that only one out of 10,000 ever tastes human blood also proves that it is not necessary. Why it persists in torturing mankind, therefore, has not yet been found out, and scientists can only swear softly with the rest of mankind and make the general statement that the mosquito is born with a vitiated appetite for human gore, an appetite that causes the death of the indulger."

Home of the Edam Cheese.

While the Edam cheese is a familiar visitor on the table not every one knows whence it comes nor how its cannon ball proportions and gay coloring have been achieved. The northern part of Holland is the seat of the Edam cheese industry, and the consequent cleanliness of the relish is therefore doubly assured.

In making it the fresh cow's milk is carefully strained and the rennet added. As soon as the milk curdles the whey is drawn off, and the curd, thoroughly kneaded, is pressed into molds. This process is repeated until the whey has all been extracted and the curd is comparatively dry. It is then wrapped in a linen cloth and kept for 10 or 12 days until quite solid. Then the cloth is removed and the cheese put into salt lye. Afterward a little more dry salt is sprinkled on the cheese until the maker thinks it is salt enough to insure its keeping.

It is next put into a vessel and washed with whey and scraped to remove the white crust. It is next carried in to a cool room and laid on shelves, where it is frequently turned. The ripening process lasts from two to three months, the round balls growing the fine yellow or reddish color peculiar to Edam cheese. The cheeses intended to be exported to this country are rendered still more brilliant by dyeing the rind with a vegetable dye.—New York Tribune.

Music and Matrimony.

Captain Becker, an official of the Kongo Free State, won the affection of many of the natives in a very curious way. He bought a good loud playing barrel organ and allowed the natives to turn the handle. The captain was very anxious that the people should be married in accordance with the Christian religion, and when it was known the organ would be played at all such marriages the increase in the number of Christian weddings was remarkable. Things were generally arranged so that one wedding took place each day, in order that the organ might be heard regularly. It turned out afterward that several couples had been married twice, in order that the organ might be played at their nuptials.—Sussex News.

Say! Business Men!



LOOK HERE!

Why shouldn't we use exclamation points? We mean business for business men. Business men know that

Pennies Make Dollars.

We will save you the pennies, and you can put away the dollars for a time of emergency.

HOW?

Listen! Pay attention! Read! Ponder! Act prudently and economically.

The NEWS REVIEW Job Office can and will turn you out

Letter Heads,
Bill Heads,
Posters,
Envelopes,
Color Work,
Book Work,

Note Heads,
Circulars,
Dodgers,
Statements,
Embossed Work,
Price Lists,

And in fact anything and everything common to the business at a lower rate than any house in East Liverpool.



How Can We Do This?

That's easy of solution. Because we have the very best facilities in the city of East Liverpool, such as the best presses, the best workmen, the best light and the best materials. If you want cheap material we can give it to you. If you want the best, you can have that. We employ

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Furnished room for rent.

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Do not spit on the floor.

Do not spit on the carpet.

Sewing.

Dressmaking.

Boarding.

Terms strictly cash.

Pay today; we trust tomorrow, &c.

They are neatly printed on tough cardboard, and are readable at quite a distance.

Option Blanks, three for 5c.

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Watson & Sloan. Stoves and Hardware.

ATLANTIC TEA CO.

New Evaporated Peaches,
New Evaporated Apricots,
New Cranberries.

All fine selected stock. Give us a trial, and we are confident we will supply you with your fruit.

Price List.

Fancy Evaporated peaches, per lb.	10c
Extra fancy Evap. peaches, per lb.	12½c
Fancy Evap. apricots, per lb.	12½c
New cranberries, per quart.	8c
Light brown sugar, 23 lbs for.	\$1.00
Standard "A" sugar, 20 lbs. for.	\$1.00
Standard package coffee, per lb.	10c
Fresh ginger snaps, per lb.	5c
Fresh oyster crackers, per lb.	5c
Fresh butter crackers, per lb.	5c
Fresh lunch cakes, per lb.	7c
Fresh lemon cakes, per lb.	7c

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In making it the fresh cow's milk is carefully strained and the rennet added. As soon as the milk curdles the whey is drawn off, and the curd, thoroughly kneaded, is pressed into molds. This process is repeated until the whey has all been extracted and the curd is comparatively dry. It is then wrapped in a linen cloth and kept for 10 or 12 days until quite solid. Then the cloth is removed and the cheese put into salt lye. Afterward a little more dry salt is sprinkled on the cheese until the maker thinks it is salt enough to insure its keeping.

It is next put into a vessel and washed with whey and scraped to remove the white crust. It is next carried in to a cool room and laid on shelves, where it is frequently turned. The ripening process lasts from two to three months, the round balls growing the fine yellow or reddish color peculiar to Edam cheese. The cheeses intended to be exported to this country are rendered still more brilliant by dyeing the rind with a vegetable dye.—New York Tribune.

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Why shouldn't we use exclamation points? We mean business for business men. Business men know that

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We will save you the pennies, and you can put away the dollars for a time of emergency.

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Note Heads,
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Dodgers,
Statements,
Embossed Work,
Price Lists,

And in fact anything and everything common to the business at a lower rate than any house in East Liverpool.



How Can We Do This?

That's easy of solution, Because we have the very best facilities in the city of East Liverpool, such as the best presses, the best workmen, the best light and the best materials. If you want cheap material we we can give it to you. If you want the best, you can have that. We employ

Union Printers
and Union Pressmen.

SOUTH SIDE.

THE WORKMEN OBJECT

Extension Laborers Dissatisfied With Their Pay Day.

SAY MONEY IS BEING HELD BACK

Railroad Company Purchased Some Land in the Gardner Tract--Rails Laid on the New Third Street Bridge--Church Services Largely Attended.

The men employed on the extension of the Cumberland branch are not pleased with the manner in which they are paid, and after they receive their October pay next Saturday a number of men will quit work. The men claim their employers do not pay as they should and have held their October pay back 20 days. They say the money due them for last month's work should have been paid them early in the month. As they send most of their wages home they have to draw orders from the time-keeper and superintendent. It is almost impossible to get these orders cashed for their face value, and some storekeepers charge from 10 to 25 per cent for cashing them. The last pay the men received was early in October and that was for work done in September.

GOVERNMENT PERMIT.

Chester Mill Company Granted One For Their Pump House.

During the week the suction pipes from the pumphouse to the channel of the river will be laid. The pipe has been delivered, and it is one of the hardest pieces of work to be done in connection with the mill. The company, before they could do this work, were compelled to apply for a permit from the war department. The plans and permission arrived some time ago and everything is now in readiness to complete the work.

PURCHASED LAND.

Railroad Company Acquires More Property In Chester.

The Pennsylvania Railroad company last week purchased a tract of land in the Gardner plat, but none of the officials will say what the company intend to do with their purchase. Some say the freight and passenger station will be built on the land, but this is not likely.

WILL SAVE MONEY.

A Stone Quarry Will Be Opened Near the New Pottery Site.

The stone to be used in the construction of the foundation for the new pottery will be taken from the hill adjoining the syndicate tract. The ground where the quarry will be opened is now being cleaned. The company will save considerable money by having the stone quarried so near the plant.

Church Services.

There was a large attendance at all the churches in Chester yesterday, and it is remarkable the number of people who came in from the country to attend the various services. The services at the M. E. mission were very interesting.

Still Growing.

Another barber shop has been started in Chester near the county road bridge. The village continues to grow.

A Hay Ride.

A number of young people are arrang-

ing to give a hay ride to Hookstown Thursday night. They will attend an old people's party which will be given in one of the churches of that place.

The Rails Are Laid.

Saturday workmen finished laying the rails on the Third street bridge over which the street cars will pass. It is likely that the work of changing the route of the car line will be started this week.

Repaired the Shovel.

Workmen yesterday repaired the upper steam shovel. It will make the cut through the county road this week.

Personals.

Mr. and Mrs. Fred Riley, of Dixonville, spent yesterday in Chester.

A New Position.

Aaron Mercer has taken a position with the Jutte Coal company.

Sign Cards.

The following cards can be had at the News Review at 5c each:

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That's easy of solution, Because we have the very best facilities in the city of East Liverpool, such as the best presses, the best workmen, the best light and the best materials. If you want cheap material we can give it to you. If you want the best, you can have that. We employ

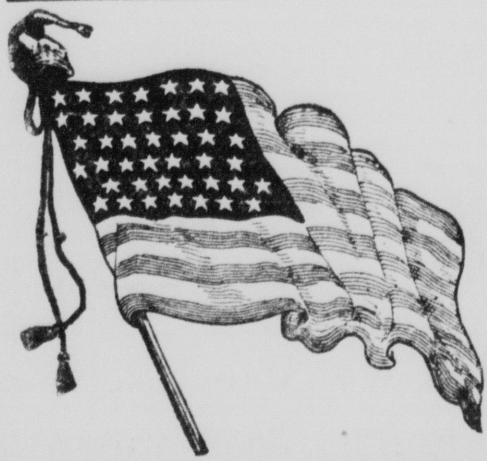
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THE REPUBLICAN STATE COMMITTEE THANKS NEWS REVIEW

HEADQUARTERS OHIO REPUBLICAN
STATE EXECUTIVE COMMITTEE
COLUMBUS, Nov. 11, 1899.

Mr. Harry Palmer, Editor NEWS REVIEW, E. Liverpool, O.

My dear sir:--The canvass which has just been completed in Ohio, with such glorious results for the party and the people of the nation, was in many respects particularly a newspaper campaign. Never in the history of the state has so large a proportion of the work of the campaign devolved upon the press as this year. The fact was recognized at the outset that it would be largely a newspaper battle, and the campaign was organized with that in view.

We feel that the Republican state committee is to be congratulated upon having had the earnest, hearty and able cooperation of your newspaper and the Republican press of the state. We do not recall a campaign where the Republican papers of Ohio did such universally good work of a high order as this year, and we wish to express our very cordial and sincere appreciation of the fact, and particularly of the part which the "NEWS REVIEW" took in your community.

Please accept our warmest thanks for your very kind, cordial and effective assistance in the work of the campaign just closed, in which the Republican press of the state, more than any other factor, contributed to the victory in which we all rejoice. Very truly yours,

CHARLES DICK,

Chairman,

SAMUEL G. MCCLURE,

Chairman Press Bureau,

JNO. R. MALLOY,

Secretary.

"Our Islands" is entertaining. *

Former City Pastor Dead.

Rev. William Wallace, once pastor of the M. P. church, of this city, died November 9th, at his late home in Waynesburg, Pa., in the seventy-fifth year of his age.

"Our Islands" is authentic. *

We want you to see our fine line of dress and undressed kid gloves, from one to two dollars.

* THE SURPRISE CLOTHING HOUSE.

"Our Islands" is a complete history. *

FOR SALE.

A small grocery store; not a large investment; owner aged, wants to retire; store so situated that but little competition exists.
4-room cottage house; lot 33x100 on Grant street, west of Lincoln avenue. Price \$1,150.
4-room house; lot 30x100; Bradshaw avenue, three squares from China works; house is new; never been occupied. Price \$1,100.
8-room double house; lot 45x130, stable on rear of lot; situate on Basil avenue. Price \$2,300.
4-room house; lot 43x120; not far from East End school house; pleasant home. Price \$800.
4-room house; lot 30x100; on Minerva street; property in excellent condition and in good location. Price \$1,725. Another in same location, with 5 rooms, at \$1,825. Either of these properties will please you.
5-room house and lot on Fifth street; well located. Price \$2,600.
10-room house; suitable for two families; lot 30x100; property in good location on Pleasant street. Easy terms to right party. Price \$2,500.
6-room house, with good lot; one-half square east of Mulberry street, East End, on St. George street. Price \$1,500.
10-room house and small lot centrally located, near First Presbyterian church. Price \$2,700.

We have vacant lots for sale on every street and every addition of the city at all prices and in all locations. See us if you wish to buy. We will do you good. Those having money for profitable investment in either tenement or business properties should see us before buying. We have several such that will pay handsome dividends.

THE HILL REAL ESTATE CO.,
105 Sixth Street.

NOT FORMING A TRUST

Davis, of New York, Was Here
Fixing a Price Scale.

HIS EFFORTS WERE SUCCESSFUL

Had Conferences With the Manufacturers and Attended Their Meetings--Will Try to Secure a Uniform Schedule for Both Eastern and Western Potteries.

Joseph T. Davis, of New York, who has been here for the past ten days holding conferences with the manufacturers, will soon complete his work. Mr. Davis is not organizing a trust or a combination among the potters as many suppose, but is here to form a new selling price scale. Already his work shows marks of success, inasmuch as the manufacturers have decided to add 5 per cent to the selling price. At every meeting held by the potters Mr. Davis has been present, and before his work is completed a uniform selling price will be adopted by both eastern and western manufacturers.

The recent increase in the selling price will not be of benefit to many manufacturers until January. Almost every pottery in the city has many unfilled orders in its books and it is not likely all will be filled before the last of December.

THE HISTORY

Of the Potteries of Wheeling
With Some Facts About Present Conditions There.

In a special prosperity edition the Wheeling News says of the potteries of that city: "About 700 persons are employed by the potteries of Wheeling. The average wages including apprentices and female help is about \$15 per week. The amount of business done annually by the three is in the neighborhood of three quarters of a million. The first pottery organized in Wheeling was the Wheeling. The company was incorporated and started its business in 1879. In 1888 the La Belle pottery was started with the same stockholders. Shortly afterwards they consolidated as the Wheeling pottery company, the second largest in the country, being next to the Knowles, Taylor & Knowles plant, of East Liverpool. The Warwick China company was organized in 1887. The West Virginia China company organized in 1887, succeeded by the Ohio Valley China company, did not prosper and the plant is now operated by the Riverside pottery as a sanitary works."

We purchased six cases of fine blue, maize and white Jersey ribbed, fleece lined, underwear, came in this week; come and see them.

* SURPRISE CLOTHING HOUSE.

"Our Islands" is entertaining. *

--William Layton went to East Liverpool last evening to visit friends.--Salem Herald.

"Our Islands" is a complete history. *



LOST--Between Jethro and East End, 250 feet of 3/4 inch hemp rope. Finder will be rewarded by returning same to Aaron McDonald's livery stable, near East End fire station.

FOR SALE--Lot 30x100, four room house, in Bradshaw's addition, price \$1,100. \$100 down, balance payments. J. P. Hanlon, 315 Lincoln avenue.

BUYING
SHOES

Walk-over
\$3.50
MEN'S SHOE.

Many people run hither and thither and think they are buying Shoes, but they are not, they are simply buying experience. By and by, after they have made the rounds, they will be numbered among our regular customers, for they will have discovered that there is but one place in this town to buy Shoes that are right in quality; right in style; right in fit and right in price--that there is but one place where everybody pays the same price and where everybody receives the same courteous treatment, and that one place is ours.

COMPARE

Our Shoes and prices with those of other stores and you'll find

Our Qualities Superior

- - When prices are alike, or - -

Our Prices Lower

- - When qualities are alike. - -

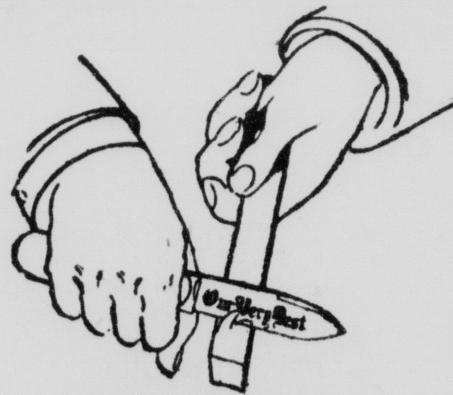
Tell us your troubles when you want Shoes with as much confidence as you would tell your ailment to a doctor when you are sick--we have sufficient knowledge of the business and a large and varied enough stock to sell you the kind that will satisfy you in every way and bring you back for the next pair. - - - -

BENDHEIM'S.

Our Cutlery Department

Contains Everything in
Fine Pocket and Table Cutlery,
Carving Sets, Kitchen, Butcher,
and Bread Knives,

Knives That Cut Sterling Silver and



Plated Knives,
Forks, Tea, Desert,
Table, Coffee, Orange,
Sugar and Berry Spoons; also
many Fancy Sets
which are suitable
for Wedding Presents

H. S. B. AND CO'S
Our Very Best

TRADE MARK REGISTERED

It has taken over twenty-five years of constant and intelligent effort to bring "Our Very Best" Pocket Knives up to the present high standard. Every knife is a proof of the triumph of American workmanship, style and finish. There's nothing better.

FOR SALE BY

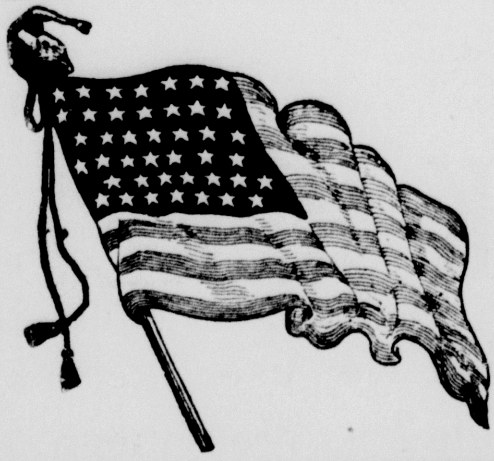
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Chairman,

SAMUEL G. MCCLURE,

Chairman Press Bureau,

JNO. R. MALLOY,

Secretary.

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 4-room house; lot 43x120; not far from East End school house; pleasant home. Price \$800.
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 5-room house and lot on Fifth street; well located. Price \$2,600.
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 6-room house, with good lot; one-half square east of Mulberry street, East End, on St. George street. Price \$1,500.
 10-room house and small lot centrally located, near First Presbyterian church. Price \$2,700.
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 105 Sixth Street.

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 Fixing a Price Scale.

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BUYING SHOES



Many people run hither and thither and think they are buying Shoes, but they are not, they are simply buying experience. By and by, after they have made the rounds, they will be numbered among our regular customers, for they will have discovered that there is but one place in this town to buy Shoes that are right in quality; right in style; right in fit and right in price--that there is but one place where everybody pays the same price and where everybody receives the same courteous treatment, and that one place is ours.

COMPARE

Our Shoes and prices with those of other stores and you'll find

Our Qualities Superior

- - When prices are alike, or - -

Our Prices Lower

- - When qualities are alike. - -

Tell us your troubles when you want Shoes with as much confidence as you would tell your ailment to a doctor when you are sick--we have sufficient knowledge of the business and a large and varied enough stock to sell you the kind that will satisfy you in every way and bring you back for the next pair. - - - - -

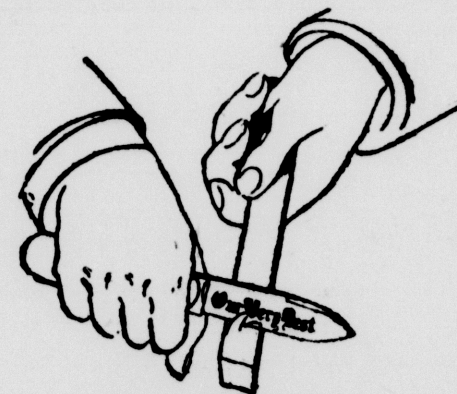
BENDHEIM'S.

Our Cutlery Department

Contains Everything in
 Fine Pocket and Table Cutlery,
 Carving Sets, Kitchen, Butcher,
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Knives That Cut

Sterling Silver and
 Plated Knives,
 Forks, Tea, Desert,
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TRADE MARK REGISTERED

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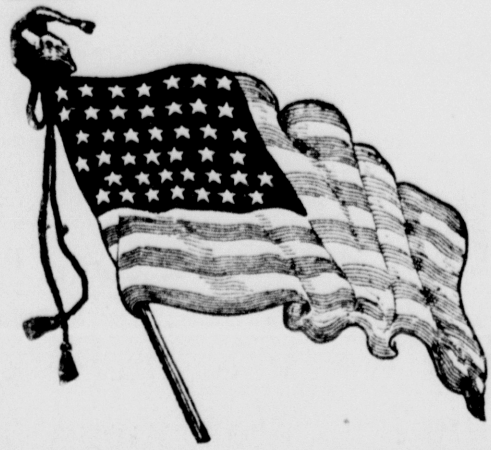
The Eagle Hardware Co.,

134-136 Fifth Street, East Liverpool, O.

The News Review.

LEADING DAILY OF COLUMBIANA COUNTY

PUBLISHED DAILY EXCEPT SUNDAY BY
THE NEWS REVIEW COMPANY.
 HARRY PALMER, Manager and Proprietor.
 (Entered as second class matter at the East
 Liverpool, O., postoffice.)
TERMS OF SUBSCRIPTION:
 (Postage free in United States and Canada.)
 One Year in Advance.....\$5.00
 Three Months.....1.35
 By the Week.....10



EAST LIVERPOOL, O., MONDAY, NOV. 13.

FOR PRESIDENT—Second Term.
WM. M'KINLEY,
 of Ohio.

UNION OFFICES.

According to the action of Trades Council of East Liverpool there are but two union printing offices in East Liverpool—the two daily papers and the job offices connected therewith.

A VALUABLE WORK.

Professor Rayman, Revs. Crawford and Platts and Doctor Elliott make no mistake when they warmly commend the work entitled "Our Islands and Their People." The history is indeed worthy of warm commendation and is a great and valuable acquisition to any library.

CONSIDER THE CAUSE.

The Republicans of Stark county have succeeded in cleaning the Democrats out of the court house at Canton. "All things come to him who waits." The Republicans have waited long for the opportunity in Stark county.—Salem News.—This blessing came to Canton deeply disguised.

OHIO SAFE.

Senator Foraker, speaking of the election of Judge Nash says: "It was a victory for the administration, and will greatly strengthen President McKinley, and in that way have a decided effect upon congress and the whole country. Prosperity will continue and nobody will think of any other Republican than McKinley as our candidate for the presidency in 1900. So far as Ohio is concerned, she will no doubt give a full vote next year, as she always does in presidential years, and when we have a full vote the Republican vote is always safe in Ohio."

TO VOTE.

How long must a man be a resident of Ohio before he can vote in the state? How long a resident of a county, of a township and of a precinct?

A man must be one year in Ohio to gain a residence and become a voter. Thirty days in a county, provided he comes from another county in the state and has been a resident of the state for one year, makes him a voter in the county. A man may move from one township to another and vote on day of moving at any general election, but he must be 10 days in a township before he can vote at a local election. The same principle applies to a precinct.

AN ILLUSTRATION.

In addition to being unable to get the news and incapable of telling the truth, the lower region sheet, in its efforts to dispute the NEWS REVIEW's city election returns, betrays the fact that it cannot count and cannot read its own publication. The infinity of its ignorance is incomprehensible.

On Wednesday it gave McLean's city vote as 464, one less than the correct vote printed in the NEWS REVIEW. It now asserts that it printed McLean's vote "476, the correct figures." As the correct figures are 465 not 476 and as it didn't print them even as 476, this mixup is, we presume, another "incident showing the care" with which the lower region "always compiles its city and county election reports"? Truly the lower region sheet is not much of a newspaper.

THE REPUBLICAN STATE COMMITTEE THANKS NEWS REVIEW

HEADQUARTERS OHIO REPUBLICAN
 STATE EXECUTIVE COMMITTEE
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 VIEW, E. Liverpool, O.

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Walk-over
 \$3.50
 MEN'S SHOE.

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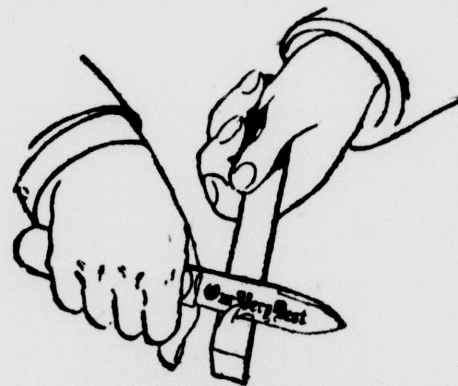
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Nothing but First
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 be Found Here.
 We Invite Your
 Personal Inspection.

ONLY FIVE OFFENDERS

Had Hearings Before Mayor Bough Today.

ALL GOT THE USUAL FINE

But Only Two of Them Had Money With which to Procure Their Release--Kilmer Has Disappeared, but His Security is First Class.

The mayor had five cases to dispose of when he arrived at his office this morning, but they were all common offenders and he had no trouble in getting rid of them.

Moody Coburn got helplessly drunk on Saturday and was gathered in by Officer Rose at the corner of Sixth and Washington streets. He was fined \$7.60 and was released.

He Saw the Town.

Frank Glutz, of Irondale, came in to see the town on Saturday. He liked the place very well, but decided it would look nicer if he had a few drinks in him. It was a poor decision. He didn't stop at a few drinks, but loaded clear up to the brim, and when Officer Mahony found him at the corner of Second street and Locust alley he didn't know where he was. He got \$7.60 and is still in jail.

They Had a Dispute.

Andrew McCaffrey and William Peer drank not wisely but too well Saturday evening, and when they reached Franklin street they were having a heated argument, as to the effect of the whisky trust on their appetites. They couldn't settle the dispute in an amicable way so they came to blows, and were having an old fashioned rough and tumble when Officer Grim mixed in and they were landed in jail where there was no room for argument. Both of them got \$9.60, and they are both in jail.

Ridinger Gets a Warning.

Samuel Ridinger was arrested by Officer Whan upon a charge of assault and battery preferred by Thomas McCartney, and he was fined \$9.60 which he made arrangements to pay. The affair occurred on election day. Ridinger claims McCartney called him a liar on two occasions before he hit him. The mayor told Ridinger he had a habit of pacing up and down West Market street like a caged lion, using profane language and that it must stop right away or Samuel would be sent to the workhouse to do his swearing. Samuel said he would be all right if left alone, but the mayor warned him to behave, as complaints about his conduct had become too numerous.

Where Is Kilmer?

Will Kilmer, who was arrested for disturbing the Democratic meeting, has not been seen in the city since the day after it happened. His friends scared him by telling him his offense was an enormous one and he would be sent to the workhouse. The mayor has good security for his appearance, and the city will not be out even if Kilmer don't get back.

Card of Thanks.

We wish to tender our thanks and gratitude to our many friends and relatives, for their kind assistance in our recent bereavement, the loss of our little child, Clyde.

* MR. AND MRS. SAMUEL WINTERS.

Three hundred new style light covert and Kersey overcoats, for man, boy and child. Prices, as usual, the lowest in the city.

* THE SURPRISE CLOTHING HOUSE.

"Our Islands" is entertaining. *

TWO NEW CASES.

Sanitary Officer Burgess Quarantined Cases of Diphtheria and Scarlet Fever.

A little child of Mr. and Mrs. John Woods, of Ridgeway avenue, is ill with diphtheria.

Charles, the little son of Dr. John Lloyd Lee is ill with scarlet fever. Both houses were quarantined at once.

The home of Alfred Cartwright, Eighth street, was fumigated Saturday, the diphtheria patient having entirely recovered.

PERSONAL NEWS.

Paragraphs About People Coming and Going and Those Who Are Sick.

—Thomas Wilson spent yesterday in Steubenville.

—Lou Young was in New Castle Saturday on business.

—Will Gamble, of Pittsburg, spent Sunday in the city.

—Mrs. Jane Gibbons was a Pittsburg visitor this afternoon.

—G. W. Hill spent Sunday in Salineville visiting his parents.

—E. J. Owen went to Cincinnati, Saturday night, on a business trip.

—Mr. and Mrs. Pickal returned home this morning from Toronto.

—Warren T. McCain left this morning for a business trip to Newton Falls.

—Thomas Worcester, of the Keswick China company, spent Sunday in the city.

—Jesse Carey went to East Liverpool last evening to visit friends.—Salem Herald.

—Miss Lizzie Whiteside, of East Liverpool, was an Alliance visitor.—Alliance Leader.

—J. W. Hunter, of the Fort Pitt Natural Gas Company, was in Port Homer on business today.

—Brakeman L. C. Maple, of the Cleveland express, spent yesterday in the city visiting friends.

—Miss Mattie Baumann, who has been visiting friends in East Liverpool, has returned home.—Steubenville Star.

—Miss Lizzie Copestick, of New Brighton, who has been spending several days in the city, returned to her home at noon.

—J. J. McCormick, general agent of the river division of the Cleveland and Pittsburg road, was in the city today on business.

—Frank White went to Salineville Saturday afternoon and yesterday attended the funeral of Mrs. Mary Walker, at Scrogsville.

—H. F. Coates and son, John, went to East Liverpool to visit with his wife, at the home of Mr. and Mrs. Anderson.—Alliance Review.

—Miss Thompson and Miss Nannie Dawson, of Atlanta, Ga., left at noon for Pittsburg, where they will remain several days with friends.

—Mrs. W. C. Forbes, of Steubenville, who has been the guest of her daughter, Mrs. A. J. Cartwright, left Saturday for a visit in Beaver Falls.

—Miss Laura Ross, of near East Liverpool, who has been the guest of Rev. and Mrs. J. P. Leyenberger, for a few days, returned home today.—Toronto Tribune.

—Robert Carnahan and his sister Miss Agnes Carnahan, and niece, Miss Jennie Carnahan, spent yesterday at the home of F. A. Leonard, on West Market street.

—S. L. Henry and D. W. Merriman, of Pittsburg, were in the city Saturday afternoon, guests of H. L. Simms. The gentlemen are postal clerks on the Cleveland & Pittsburg railroad.

—John M. Ferguson, of East Liverpool, a former resident of this place, has purchased the wall paper store on Seventh avenue, North End, of which he took possession today.—Beaver Falls Tribune.

Here Are Some Bargains

For those who missed our Great Anniversary Sale of Bedding.

This week we are going to sell

75 PAIRS OF \$4 BLANKETS

for

\$3.38 Per Pair.

These are fine, all wool, large size, any color, elegant stock, just like those in our window.

HERE ARE 75 BARGAINS.

THE S. G. HARD CO. THE BIG STORE.

COURT IN WELLSVILLE

The Case of Mrs. Curry Against the West End Pottery

BEING HEARD THIS AFTERNOON

Mrs. Curry Asks the Court to Determine What Her Rights Are in the Property Near Where the Pottery Is Situated. List of the Witnesses.

The action of Mrs. Letita Curry against the West End Pottery company is being heard today in chambers at Wellsville. The plaintiff claims that in May, '86, she leased the land near where the West End pottery is situated to H. R. Hill and J. M. Kelly for the purpose of drilling for gas or oil and for no other purpose. They in turn leased the land to the pottery company and she now asks the court to determine her rights in the property. Her attorneys are McGarry and Wells while Brookes is acting as counsel for the pottery. Mrs. Curry, W. J. Curry and Samuel Johnson are witnesses for the defense and H. R. Hill, W. Burgess J. M. Kelly and Samuel Manor for the plaintiff.

THESE BE BEGGARS.

The Era of Cheap Makes Charity Seekers of These Fellows.

The era of CHEAP job printing has struck East Liverpool with a vengeance. Inferior material and inferior workmanship go hand in hand with this so-called CHEAP work. We had one notable case of this kind in a competitive bid by one of these CHEAP JOHN establishments not long since, and the CHEAP JOHN proprietor claimed, to the man or company from whom he purchased his materials, that he and his fellows had lost \$150.00 on the contract, and he pleaded that the furnisher of materials, in a distant city, should bear a third of this loss. The dealer had but \$7.80 profit on the material, and of course he would not stand such nonsense as this and so told the BEGGAR. It is high time that such MARPLOTS should be driven out of the field, and it is only a question of time until they collapse.

Wants a New Trial.

The horse case of Frank Harvey and Joe McMillan may get to Common Pleas Court. A motion for a new trial is being argued this afternoon before Justice Hill.

"Our Islands" is a complete history. *



WHEN IN DOUBT, TRY
STRONG AGAIN! Sex-ine Pills

vigor to the whole being. All drains and losses are checked permanently. Unless patient are properly cured, their condition often worries them into Insanity, Consumption or Death. Mailed sealed. Price \$1 per box; 6 boxes, with iron-clad legal guarantee to cure or refund the money, \$5.00. Send for free book. Address,

For Sale by Clarence G. Anderson, Druggist, East Liverpool.

WANT TITLE QUIETED

W. L. Smith and the Boyce Family Have Entered

SUIT AGAINST COL. H. R. HILL

Over Possession of a Tract of Land Near the City--Defendant Claims to Hold a Tax Title to the Land In Dispute--To be Heard at Lisbon.

LISBON, Nov. 13.—[Special.]—In the court of common pleas W. L. Smith, Nellie E. Boyce, widow, and Mary K. and Maria Boyce, heirs-at-law of Andrew J. Boyce, have entered suit against Herrington R. Hill. Plaintiffs ask that their title to a parcel of land near East Liverpool be quieted. Defendant claims to hold a tax title to the land in dispute.

A PLEASING SUCCESS

Was the Re-opening of the M. P. Church Sunday School, Yesterday Afternoon.

The re-opening in the Sunday school room of the Methodist Protestant church, yesterday, was a pleasing success. Many visitors and parents were present, filling the room to its capacity. Special music was a feature. This school is in a prosperous condition under the efficient superintendency of Mr. George Burford.

Funeral Services.

The funeral services over the remains of Clyde, the 3-year-old son of Mr. and Mrs. Samuel Winters, of May street, were held this morning, Rev. Clarke Crawford officiating. Interment was made in Spring Grove cemetery.

Edward Zink left this morning for Powhatten, where he attended the funeral services over the remains of his father.

"Our Islands" is authentic. *

Will Send a Box South.

The members of the Second U. P. church yesterday arranged to send a box of clothing to the Freedman's Missions in North Carolina. This is a colored school and H. C. Chambers, of East End, is one of the teachers. The box will be sent the last of the week.

It's Dead Game.

It is said that at least a hundred cock fights will take place in East Liverpool during the Thanksgiving season. The Democratic rooster will not be one of the birds.—Salem News.

FROM MANILA.

One of Our East Liverpool Boys Writes an Interesting Letter.

SAN FERNANDO, P. I.

October 10, 1899.

DEAR FATHER:—I write you these few lines as we are starting upon a twenty mile march. We are going to make an attack upon a large town called Tarlac. We have a force of about 3,000 men. The insurgents are estimated at 12,000 at the point designated, and we expect to meet with a warm reception. Tarlac is said to be the stronghold of the rebel forces, and the position is well fortified. We now have our horses and can go a long distance in a day's march. I am drawing sergeant's pay now, which is \$21.60 per month, and leaving my duties in the hands of the paymaster for safety. This may be my last letter to you for a long time, as we are going away from the railroad line. I have been sending you a paper published in Manila. Have you received any yet? Send your letters to Manila, as usual. Love to all the family and kind regards to all my East Liverpool friends. Your son,

JAMES E. TAYLOR,

Troop B., Fourth U. S. Infantry.

"Our Islands" is authentic. *

We received today nice, new, nobby styles in men's, boys' and children's caps. * SURPRISE CLOTHING HOUSE.

—Miss Mabel Fisher, of Chester, is visiting friends in New Kensington, Pa.

Amusements.

NEW GRAND OPERA HOUSE.

J. A. NORRIS, Manager.

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PEARY'S PARTY.

What a Member of the Relief Expedition Says.

Charles Frederick Sylvester, curator of anatomy in Princeton university, who has been with the Peary relief party, has returned from North Sydney, Cape Breton. Mr. Sylvester said the expedition suffered no inconvenience from the cold. The trip north was rather an excursion, freighted with an abundance of real sport in hunting arctic bears, partridges, ducks and foxes. The Diana left Sydney July 17, and in less than two weeks arrived at Driscoll island, off the coast of South Greenland. Farther up the coast the party received letters from Peary, informing them where to land the provisions.

As the expedition was going across to Foulka fiord, a ship was sighted which was thought to be the Windward. Closer inspection, however, revealed it as the Fram, Nansen's old vessel, now under the command of Sverdrup, who is conducting a Norwegian expedition. The Diana was then steered toward Etah, where Lieutenant Peary was found unloading the Windward, preparatory to making that place his winter quarters.

Peary was immediately taken aboard the Diana and the Eskimo settlements on the coast of North Greenland were visited. It was a highly interesting trip among these people, who live in absolutely independent families. In coasting about, Hilgenfeldt gulf and Whale sound were thoroughly examined.

The entire party next enjoyed the exhilarating sport of a walrus hunt, and after killing about 40 the locality resembled a Chicago stockyard. The Diana started south shortly after, having been preceded a week before by the Windward. Before leaving Etah the cargo was successfully landed. Peary has now enough provisions to last two or three years. Every man of the expedition is a college representative, and they expect Peary to reach the pole, because he knows what he has got to do and how to do it.

Fort Conger, 82 degrees north, Mr. Sylvester says, will be Peary's starting point. No great rush will be made toward the pole; rather, a steady plan to provision the way north from Fort Conger will be his method. The lieutenant is becoming familiar with travel, and is using his dogs to great advantage. One of the most pleasing features of the trip was the good gunning for arctic hares, which are pure white and could be seen for five miles over the hills.

As a result of the expedition Princeton receives a greater supply of scientific material than was ever collected from a like tour. Besides securing the material of deep sea dredging, a vast amount of anatomical structure was brought together. Several new species of animal life were also found.

COST OF SEEING DEWEY.

High Prices For Seats to Witness the Parades.

Extraordinarily high prices are being paid for points of vantage along the routes of the Dewey land and naval parades, says the New York Evening Post. Certain speculators are demanding more money than the public is willing to pay at this time, but the stand and window accommodation is being so rapidly disposed of that these men will ultimately, it is believed, get the sums they ask. In some places prices are double what they were at the times of the Columbus and Grant celebrations, and in every part they are much higher.

Property owners and lessees along the line of march have learned by experience that their rights are valuable. Their disposition seems to be to shut the speculators out and have all the profit for themselves. Speculators control, however, a good deal of the available space, and they are confidently waiting for the time to come when their high priced places are the only ones on the market. Seats of reasonable price are selling like hot cakes. One agent said he had 100 applications a day from out of town alone. A week before the parade, it was said, nearly everything will be taken.

The speculators began to work just as soon as the route of the parade was announced tentatively, securing options on windows and vacant lots. There was great competition. The agent for a vacant store on Fifth avenue—raised above the pavement and having a broad window—said that he had had in a single day four opportunities to rent the place for the day of the land parade. The first speculator

offered him \$200, and he promptly refused it. He has forgotten what the second offered. The third offered \$350, and the fourth would give but \$300. The agent is holding the place now at \$800 and does not doubt that he will eventually sell the space for that. There are few places left at any price. Options have been sold, an agent said, on almost every spot where a chair can be set. The route is along streets of such character that it is not easy to persuade the residents to rent their front rooms, whatever price may be offered. In some localities, however, signs are being hung out such as "Seats for the Dewey parade for sale." To an unsophisticated person looking for a seat in an unpretentious house the price asked in these places is astonishing.

The Office Boy's Revenge.

A young lady who is employed in one of the tall office buildings has a young man acquaintance whose name is Jones. A few days ago the office boy was saucy, and she scolded him. A day or two later he marched into the inner office where she was at work and handed her one of Mr. Jones' calling cards.

"Is he out there?" she whispered to the boy.

The latter nodded.

Her heart beat faster. She could not imagine what he had come to her office for. Perhaps he wanted her to go to the theater that night. She went softly to the washstand in the corner and rearranged her hair, tied the ribbon about her neck freshly and then, with her sweetest expression, went into the other office.

A burly man with a mustache stood near the door. It wasn't her friend at all.

"Are you Miss —?" he asked.

"Yes?"

"Well, I'm a constable, and I've got a judgment of \$12.50 against this firm."

And now the young lady wonders if she carelessly left any calling cards on her desk or whether it was a curious coincidence and the constable had the same name and used calling cards in his business.—Chicago News.

The Lever That Raised Him.

A young man who is now well up the list of high salaried officers of a big manufacturing company said several days ago that he owed his first opportunity to show his ability to the fact that he was not afraid to soil his clothes. He was one of half a dozen young men just graduated from scientific schools who entered the shops of this company as students. They were expected to show that they were practical workmen, but most of them preferred theory to practice. The manager of the company was a self taught man, and he didn't take much stock in scientific schools. The young man who has succeeded took his measure accurately and, putting on old clothes, went to work in the shops. Whether by accident or design he was noticed by the manager one day stretched out on his back under a heavy casting with a hammer and cold chisel in his hand working away as if he had no higher ambition. A week later the manager summoned him to the office.

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Pittsburgh	lv	4:45	11:30	10:10	11:00	8:10	7:10
Rocheater	"	6:35	2:12	5:25	11:50	10:20	9:20
Union	"	6:44	2:20	5:35	11:58	10:30	9:30
Ashtabula	"	6:48	"	5:40	11:59	10:35	9:35
Warren	"	6:57	"	5:50	12:13	10:45	9:45
Books Ferry	"	6:59	"	5:52	12:15	10:47	9:47
Smiths Ferry	"	7:10	2:40	6:04	12:23	10:56	9:56
East Liverpool	"	7:20	2:49	6:14	12:33	11:06	10:06
Wellsville	ar	7:32	2:59	6:28	12:43	11:16	10:16
Wellsville	lv	7:38	3:10	"	12:45	"	"
Yells Bl. Shop	"	7:43	"	"	12:50	"	"
Yellow Creek	"	7:48	"	"	12:55	"	"
Hammondsville	"	7:56	"	"	1:03	"	"
Rocheater	"	8:00	3:25	"	1:06	"	"
Allegheny	"	8:16	3:42	"	1:27	"	"
Warren	"	9:00	4:13	"	2:05	"	"
Ashtabula	ar	9:10	4:33	"	2:30	"	"
Smiths Ferry	lv	10:10	4:38	"	2:35	"	"
East Liverpool	"	10:43	5:05	"	3:10	"	"
Wellsville	ar	11:02	5:25	"	3:30	"	"
Wellsville	lv	12:10	6:25	"	4:30	"	"
Wellsville	lv	7:45	3:17	6:55	15:55	11:05	9:15
Wellsville Shop	"	7:50	3:22	6:58	15:58	11:10	9:20
Yellow Creek	"	7:55	3:30	7:04	16:05	11:15	9:27
Port Homer	"	8:00	3:35	7:09	16:09	11:20	9:32
Empire	"	8:05	3:43	7:14	16:17	11:23	9:34
Elliottsville	"	8:09	3:47	7:18	16:21	11:27	9:38
Ontario	"	8:16	3:55	7:23	16:31	11:33	9:48
Stevensville	ar	8:24	4:00	7:30	16:37	"	"
Stevensville	lv	8:40	4:25	7:45	16:58	11:50	10:06
Hingo Je	"	8:49	4:35	7:53	17:05	11:58	10:15
Brilliant	"	8:58	4:45	8:00	17:14	12:06	10:25
Yells Run	"	9:07	4:54	8:09	17:24	12:15	10:35
Yorkville	"	9:14	5:00	8:15	17:30	12:21	10:40
Smiths Ferry	"	9:32	5:18	8:20	17:37	12:28	10:45
Elliottsville	"	9:40	5:26	8:28	17:45	12:36	10:52
Wellsville	ar	9:50	5:35	8:45	18:10	12:50	11:15

Eastward.		3:40	3:38	3:36	3:34	3:32
		AM	AM	PM	PM	PM
Wellsville	lv	4:30	19:00	14:45	11:00	12:10
Brilliant	"	4:38	9:09	4:53	11:00	12:18
Smiths Ferry	"	4:45	9:15	4:58	11:05	12:25
Yorkville	"	4:54	"	5:10	"	12:32
Ontario	"	4:56	9:28	5:17	11:28	12:39
Yells Run	"	5:03	9:33	5:24	11:33	12:44
Brilliant	"	5:10	9:41	5:34	11:42	12:53
Hingo Je	"	5:17	9:48	5:41	11:50	13:01
Stevensville	ar	5:28	9:56	5:50	11:58	13:09
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Ontario	"	5:42	10:12	"	12:15	"
Elliottsville	"	5:50	10:19	6:11	12:19	12:25
Brilliant	"	5:52	10:20	"	12:24	12:30
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Dark Faced Type denotes 12 noon to 12 midnight. Light faced, 12 midnight to 12 noon. Pullman Sleeping Cars are run on Nos. 34 and 342, and Parlor Cars on Nos. 37 and 372 between Pittsburgh and Cleveland via Yellow Creek and Alliance. No. 336 connects at Rochester for New Castle, Jamestown, Youngstown, N. Y., Warren, Ashtabula and intermediate stations. No. 340 for Erie, Ashtabula and intermediate stations. Nos. 345 and 347 connect at Bayard for New Philadelphia, and stations on Tuscarawas branch. Nos. 340 and 360 connect with Nos. 335 and 337 at Wellsville.

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PEARY'S PARTY.

What a Member of the Relief Expedition Says.

Charles Frederick Sylvester, curator of anatomy in Princeton university, who has been with the Peary relief party, has returned from North Sydney, Cape Breton. Mr. Sylvester said the expedition suffered no inconvenience from the cold. The trip north was rather an excursion, freighted with an abundance of real sport in hunting arctic bears, partridges, ducks and foxes. The Diana left Sydney July 17, and in less than two weeks arrived at Driscoe island, off the coast of South Greenland. Farther up the coast the party received letters from Peary, informing them where to land the provisions.

As the expedition was going across to Foulka fiord, a ship was sighted which was thought to be the Windward. Closer inspection, however, revealed it as the Fram, Nansen's old vessel, now under the command of Sverdrup, who is conducting a Norwegian expedition. The Diana was then steered toward Etah, where Lieutenant Peary was found unloading the Windward, preparatory to making that place his winter quarters.

Peary was immediately taken aboard the Diana and the Eskimo settlements on the coast of North Greenland were visited. It was a highly interesting trip among these people, who live in absolutely independent families. In coasting about, Hilgenfeldt gulf and Whale sound were thoroughly examined.

The entire party next enjoyed the exhilarating sport of a walrus hunt, and after killing about 40 the locality resembled a Chicago stockyard. The Diana started south shortly after, having been preceded a week before by the Windward. Before leaving Etah the cargo was successfully landed. Peary has now enough provisions to last two or three years. Every man of the expedition is a college representative, and they expect Peary to reach the pole, because he knows what he has got to do and how to do it.

Fort Conger, 82 degrees north, Mr. Sylvester says, will be Peary's starting point. No great rush will be made toward the pole; rather, a steady plan to provision the way north from Fort Conger will be his method. The lieutenant is becoming familiar with travel, and is using his dogs to great advantage. One of the most pleasing features of the trip was the good gunning for arctic hares, which are pure white and could be seen for five miles over the hills.

As a result of the expedition Princeton receives a greater supply of scientific material than was ever collected from a like tour. Besides securing the material of deep sea dredging, a vast amount of anatomical structure was brought together. Several new species of animal life were also found.

COST OF SEEING DEWEY.

High Prices For Seats to Witness the Parades.

Extraordinarily high prices are being paid for points of vantage along the routes of the Dewey land and naval parades, says the New York Evening Post. Certain speculators are demanding more money than the public is willing to pay at this time, but the stand and window accommodation is being so rapidly disposed of that these men will ultimately, it is believed, get the sums they ask. In some places prices are double what they were at the times of the Columbus and Grant celebrations, and in every part they are much higher.

Property owners and lessees along the line of march have learned by experience that their rights are valuable. Their disposition seems to be to shut the speculators out and have all the profit for themselves. Speculators control, however, a good deal of the available space, and they are confidently waiting for the time to come when their high priced places are the only ones on the market. Seats of reasonable price are selling like hot cakes. One agent said he had 100 applications a day from out of town alone. A week before the parade, it was said, nearly everything will be taken.

The speculators began to work just as soon as the route of the parade was announced tentatively, securing options on windows and vacant lots. There was great competition. The agent for a vacant store on Fifth avenue—raised above the pavement and having a broad window—said that he had had in a single day four opportunities to rent the place for the day of the land parade. The first speculator

offered him \$200, and he promptly refused it. He has forgotten what the second offered. The third offered \$350, and the fourth would give but \$300. The agent is holding the place now at \$800 and does not doubt that he will eventually sell the space for that. There are few places left at any price. Options have been sold, an agent said, on almost every spot where a chair can be set. The route is along streets of such character that it is not easy to persuade the residents to rent their front rooms, whatever price may be offered. In some localities, however, signs are being hung out such as "Seats for the Dewey parade for sale." To an unsophisticated person looking for a seat in an unpretentious house the price asked in these places is astonishing.

The Office Boy's Revenge.

A young lady who is employed in one of the tall office buildings has a young man acquaintance whose name is Jones. A few days ago the office boy was seen, and she scolded him. A day or two later he marched into the inner office where she was at work and handed her one of Mr. Jones' calling cards.

"Is he out there?" she whispered to the boy.

The latter nodded.

Her heart beat faster. She could not imagine what he had come to her office for. Perhaps he wanted her to go to the theater that night. She went softly to the washstand in the corner and rearranged her hair, tied the ribbon about her neck freshly and then, with her sweetest expression, went into the other office.

A burly man with a mustache stood near the door. It wasn't her friend at all.

"Are you Miss —?" he asked.

"Yes?"

"Well, I'm a constable, and I've got a judgment of \$12.50 against this firm."

And now the young lady wonders if she carelessly left any calling cards on her desk or whether it was a curious coincidence and the constable had the same name and used calling cards in his business.—Chicago News.

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Ashtabula	6:35	2:12	5:25	11:50	8:20	8:20
Bayport	6:44	2:20	5:35	11:55	8:30	8:30
Conneaut	6:57		5:50	12:13	8:45	8:45
Conneaut Ferry	6:59		5:52	12:15	8:47	8:47
Conneaut Ferry	7:10	2:40	6:04	12:23	8:58	8:58
East Liverpool	7:20	2:49	6:14	12:33	9:08	9:08
Wellsville	7:32	2:59	6:28	12:43	9:18	9:18
Wellsville	7:38	3:10				
Wellsville Shop	7:43					
Wellsville	7:48					
Wellsville	7:56					
Wellsville	8:00	3:25				
Wellsville	8:16	3:42				
Wellsville	9:00	4:13				
Wellsville	9:30	4:33				
Wellsville	10:10	4:38				
Wellsville	10:43	5:05				
Wellsville	11:02	5:26				
Wellsville	12:10	6:25				
Wellsville	7:45	3:17	6:55	12:55	10:15	9:15
Wellsville Shop	7:50	3:22	6:58	12:58	10:20	9:20
Wellsville	7:55	3:30	7:04	1:05	11:25	9:27
Wellsville	8:00	3:35	7:09	1:08	11:30	9:32
Wellsville	8:05	3:43	7:14	1:11	11:35	9:37
Wellsville	8:09	3:47	7:18	1:15	11:39	9:41
Wellsville	8:16	3:55	7:23	1:20	11:44	9:46
Wellsville	8:24	4:03	7:30	1:27	11:51	9:53
Wellsville	8:40	4:23	7:45	1:47	12:10	10:06
Wellsville	8:43	4:26	7:48	1:50	12:13	10:09
Wellsville	8:49	4:35	7:53	1:55	12:18	10:15
Wellsville	8:58	4:44	7:59	2:02	12:25	10:22
Wellsville	9:07	4:53	8:05	2:09	12:32	10:29
Wellsville	9:14	5:00	8:10	2:12	12:35	10:32
Wellsville	9:23	5:10	8:19	2:20	12:44	10:40
Wellsville	9:32	5:20	8:28	2:27	12:53	10:47
Wellsville	9:40	5:28	8:35	2:35	13:01	10:54
Wellsville	9:50	5:35	8:45	2:42	13:10	11:01
Wellsville	AM	PM	PM	PM	AM	PM
Eastward.	3:40	3:36	3:38	3:40	1:15	3:42
Allegheny	4:40	AM	PM	11:00	2:45	PM
Ashtabula	4:38	9:09	4:53	1:10	2:55	1:10
Bayport	4:45	9:15	4:58	1:16	3:05	1:17
Conneaut	4:54		5:10		3:17	1:27
Conneaut Ferry	4:56	9:28	5:17	1:28	3:27	1:37
Conneaut Ferry	5:03	9:33	5:27	1:33	3:36	1:43
Conneaut Ferry	5:10	9:41	5:34	1:42	3:42	1:43
Conneaut Ferry	5:17	9:48	5:41	1:50	3:51	1:56
Conneaut Ferry	5:28	9:58	5:50	1:58	4:00	2:05
Conneaut Ferry	5:38	10:08	6:00	2:08	4:10	2:15
Conneaut Ferry	5:40	10:10	6:11	2:19	4:20	2:25
Conneaut Ferry	5:52	10:20				
Conneaut Ferry	6:00	10:31	6:21	2:27	4:27	2:29
Conneaut Ferry	6:05	10:35				
Conneaut Ferry	6:10	10:45	6:33		4:44	2:45
Conneaut Ferry	6:15	10:50	6:38		4:50	2:51
Conneaut Ferry	6:20	10:54	6:41	2:45	4:55	2:56
Conneaut Ferry	7:38					
Conneaut Ferry	7:43					
Conneaut Ferry	7:48					
Conneaut Ferry	7:56					
Conneaut Ferry	8:00					
Conneaut Ferry	8:16					
Conneaut Ferry	9:00					
Conneaut Ferry	9:30					
Conneaut Ferry	10:10					
Conneaut Ferry	10:43					
Conneaut Ferry	11:02					
Conneaut Ferry	12:10					
Conneaut Ferry	6:25	11:05	6:51	2:50	3:55	2:55
Conneaut Ferry	6:37	11:15	7:01	3:00	4:01	3:07
Conneaut Ferry	6:47	11:25	7:08	3:10	4:12	3:17
Conneaut Ferry	6:52	11:32				
Conneaut Ferry	6:57	11:40	7:12	3:20	4:25	3:27
Conneaut Ferry	7:07	11:50				
Conneaut Ferry	7:14	11:57	7:23	3:30	4:35	3:37
Conneaut Ferry	7:23	12:07	7:32	3:40	4:45	3:47
Conneaut Ferry	8:25	12:55	8:30	5:10	5:40	4:13
Conneaut Ferry	AM	PM	PM	PM	AM	PM

Dark Faced Type denotes 12 noon to 12 midnight. Light Faced, 12 midnight to 12 noon. Pullman Sleeping Cars are run on Nos. 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 1

ORDINANCE No. 606.

AN ORDINANCE granting permission to the East Liverpool Railway company, a corporation owning a street railroad in the City of East Liverpool, its successors and assigns, to extend its tracks, together with the necessary turn-outs, turn-tables, side-tracks, poles, wires and other appurtenances, on and along the streets following, to-wit:

Third street, Market street, "Diamond," East Market street, Calcutta road, McKinnon street and Jennings avenue to a point at or near the Riverview cemetery gate; also on and along the following streets, to-wit:

Beginning at a point on Eighth street and running on Lisbon street, Grandview avenue, North Side avenue, Park avenue, Oakwood avenue, Junction street and Dorothy street to a terminus; and fixing the terms and conditions of said grant for a period of twenty-five (25) years, and renewing and extending for the same period the grant and franchise now owned by said company.

SECTION 1. Be it ordained and enacted by the council of the City of East Liverpool, Ohio, that the East Liverpool Railway company, a corporation owning and operating an electric street railroad in said city, its successors and assigns, be and said company, its successors and assigns, are hereby granted permission to extend its tracks on and along the following named streets (such extension being deemed by said council as beneficial to the public, and the written consent of the majority of the property holders upon said streets or parts thereof, on the line of the proposed street railroad, represented by the feet front of the property abutting on the several streets, having been filed with the city clerk), to-wit:

Beginning at a point and connecting with what is known as the South Side Electric Street Railway line on Third street, at the intersection of Third and Union streets, running thence down Third to Washington street, at right angles with the present track thereon, and continuing along Third street to Market street, thence up Market street, in the center of said street, to the Diamond, and at a point in said Diamond near the well, the line to turn in a westerly direction and run close to the Monument fence, to intersect with the present tracks, on Sixth street, and also at said point in the Diamond, near the well, the line to turn eastward and run close to the Monument fence, to intersect and cross, at near a right angle, the present line on Sixth street; thence up East Market street to Calcutta road; thence on Calcutta road to McKinnon street; thence on McKinnon street to Jennings avenue; thence on Jennings avenue to Calcutta road; thence on Calcutta road to a point at or near the Riverview cemetery gate. And the said East Liverpool Railway company, its successors and assigns, is hereby granted a permission to lay and maintain its tracks on and along the public streets and highways aforesaid, and to construct, maintain and operate thereon an electric street railway, with a suitable main track and the necessary switches, turn-outs, turn-tables, wires, poles and appurtenances thereon belonging (but no switches, turn-outs, turn-tables or side tracks shall be laid on the Diamond between Fifth and Sixth streets), for and during the term of twenty-five years from and after the passage and legal publication of this ordinance.

SEC. 2. The above grant, as far as applicable, and except as herein provided, shall be upon the same terms and subject to the same conditions as the terms and conditions contained in the original ordinances, and the several amendments thereto, granted to Albert L. Johnson, Sidney H. Short and C. E. Grover, their successors and assigns, the right and permission to construct, maintain and operate an electric street railroad on and along certain streets of said city of East Liverpool. See the Revised Ordinances of East Liverpool of 1894, pages 229 to 238, inclusive. Said rights and privileges originally granted, as above, to said Albert L. Johnson, Sidney H. Short and C. E. Grover, being now vested in said East Liverpool Railway company as the successors and assigns of the individuals above named.

SEC. 3. The company shall file its written acceptance of this ordinance with the city clerk and begin the construction of the extension above described within thirty days after the passage and legal publication of this ordinance, and said extension shall be completed and in operation within one year thereafter. The company shall operate said extension daily after its completion, unless prevented by unavoidable accident or contingency, between the hours of 5:30 a. m. (legal time) and 10 p. m. (legal time). Prior to 6 o'clock p. m. a car shall leave "the Diamond" and also the cemetery gate at least once in every half hour; after 6 o'clock p. m. at least once in each hour.

SEC. 4. The rights, privileges and franchise granted by ordinances of this council to Albert L. Johnson, Sidney H. Short and C. E. Grover, their successors and assigns, September 4, 1891, September 8, 1891, September 11, 1891 and September 16, 1891, (see Revised Ordinances of East Liverpool of 1894, pages 229 to 238, inclusive, to which reference is hereby made for the full details and text of the ordinances above mentioned), which rights, privileges and franchise are now owned and exercised by The East Liverpool Railway company as successors and assigns of the above named individuals, are hereby renewed, reaffirmed and extended to said The East Liverpool Railway company, its successors and assigns, for a period of twenty-five years from and after the passage and legal publication of this ordinance, and upon the same terms and subject to the same conditions contained in said original ordinances above mentioned.

The original ordinances above mentioned are in language and terms as follows, to-wit:

"Granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railway, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session, April 29, 1891.

SEC. 1. Be it ordained by the City Council of the City of East Liverpool, Ohio, that Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, are hereby granted permission to construct, maintain and operate an electric street railroad, with a single track, and the necessary switches, turn-outs, turn-tables, side tracks, poles, wires and appurtenances, through the City of East Liverpool, along the following route: Beginning at or near the residence of T. F. Anderson, thence along Pennsylvania avenue to and along Mulberry street; to and along Chestnut street; to and along Ohio avenue to the River road; thence along the River road to Second street, at the crossing of the Cleve-

land and Pittsburg railroad; thence along Second street to Washington street; thence along Washington street to Sixth street; thence along Sixth street to Franklin street; thence along Franklin street to Eighth street; thence along Eighth street and the Wellsville road and a trestle bridge over Jehro valley to the west corporate limits of East Liverpool, and thence along the County road and certain tracts to Wellsville, Ohio.

SEC. 2. In all streets and parts of streets along said route which are paved at the time of constructing said street railroad therein, said grantees shall use a heavy T rail, and shall, during the period of this grant, so maintain the surface of the roadway with said tracks, and outside of said T rails, so that vehicles in said roadway shall not be obstructed in crossing said tracks at any point in and along said highways. It is also agreed as one of the conditions of this ordinance that when any street, or part thereof, is hereafter paved along said railroad route, said street railroad shall take up the T rails and relay the same along said paved street with the steel girder rail. All poles to be located subject to the approval of the city engineer, and said poles to be placed by said railroad company, and said track located subject to the approval of the city engineer. At all points along said route where pavement is laid when said tracks are constructed, and wherever along said tracks the roadway shall hereafter be paved by said city, the said grantees, for themselves, their successors and assigns, bind themselves to relay, repair and maintain said pavements whenever and wherever said grantees, their successors and assigns, shall disturb, take up or injure the same. In all such cases restoring such pavement to as good condition as the same was in before taken up, disturbed or injured by grantees, their successors or assigns.

SEC. 3. At any time after the completion of the street railroad hereunder, that the city council shall deem it to the public interest that said railroad shall be extended to the east corporate limits of East Liverpool, and the necessary consent of property owners be given therefore, their successors or assigns, agree to extend said railroad and operate the same to such east corporate limits within ninety days after having been notified so to do by resolution of said city council.

SEC. 4. In all streets and parts of streets along said route where pavement is laid when said track is constructed, said track shall be laid so that its rails nearest the center line of such street shall be two feet distant from such center line, so that said track need not be removed to permit a second track to be laid along the other side of such center line, and in all streets and highways not paved when said track is constructed, such track shall be located and constructed therein as shall be most convenient for the general use of such highway and the railroad thereon. And whenever the city council shall cause any change of grade of any street or highway along said route, the grantees, for themselves, their successors and assigns, agree at their own expense to alter the grade of their railroad tracks and make them conform to such changed grade of such street or highway; the city, however, in any and every such case of change of grade to bear the expense of relaying all pavement disturbed by such change of grade. The city reserves to itself the right to disturb, remove or interrupt travel over said tracks whenever or wherever it shall be necessary to construct or repair sewers, water or gas pipes, bridges or culverts, or for other municipal purposes, and when the street in any such case is restored, the grantees, their successors and assigns, shall then restore, relay and connect their said tracks at their own expense.

SEC. 5. The grantees, their successors and assigns of said railroad, and the permission herein granted, hereby agree to hold said city of East Liverpool harmless of and from all damage and injuries caused by said grantees, their successors and assigns, in or by the construction, maintenance or operation of said electric street railroad, or its appurtenances, and agree to place good and sufficient cars, and continue the same on said road, with modern improvements, and run them as often as the public convenience may demand and require daily.

SEC. 6. The said grantees shall, if they accept the provisions of this ordinance, file such acceptance in writing with the clerk of the city of East Liverpool, within thirty days after passage thereof, and give a bond in the sum of \$5,000.00, conditioned that they will, in good faith, begin the construction and complete said railroad according to the terms of this ordinance and time therein fixed, and shall begin the construction of said railroad within ninety days after such acceptance, and shall have said railroad completed and in operation within one year from the expiration of said ninety days, and on failure to perform either of these conditions within the time specified, this ordinance shall be absolutely void, and the forfeiture of said \$5,000.00 go to said city.

SEC. 7. Upon acceptance of this ordinance, and the construction of the street railroad hereunder, grantees, their successors and assigns, shall have the right to charge and collect fares of five cents each ride of each passenger carried over the whole or any part of said route, or any extension thereof, and tariff for each parcel of freight of ten cents per hundred pounds, or fraction thereof, carried over the whole or any part of said route or any extension thereof; provided no charge shall be made for children under five years of age, accompanied by parents or guardians, and no charge shall be made for baggage in the hands of passengers. Grantees, their successors and assigns, may use upon their cars either conductors or fare boxes, as they find most practicable. The city of East Liverpool, by its council, hereby agrees not to change the rate of fare or tariff in this section provided during the period in this ordinance granted; and that it will not, within such period, make any other requirements or exactions of grantees, their successors or assigns, in respect of pavement or maintenance of roadways, than in this ordinance provided.

SEC. 8. Ordinance No. 364, entitled, "An ordinance granting Augustus Armstrong and Erhart Knauer, their successors and assigns, the right to lay, construct, maintain and operate a street railway along certain streets or parts thereof, herein named, in said city of East Liverpool, Ohio, under certain provisions and conditions," being for non-performance of its conditions, voidable, is hereby repealed. The city council reserves the right that if the proposition for the underground crossing of the Cleveland and Pittsburg railroad is accepted by said council, the Electric Street Railway company shall use said underground crossing.

SEC. 9. This ordinance shall take effect on its passage and legal publication and the filing of written acceptance of its terms and conditions as herein provided, and cost of publication and former notice.

Passed in adjourned session, September 4, 1891.

Amending Section 1 of Ordinance No. 377.
An Ordinance to amend Section 1 of Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891.

SEC. 1. Be it ordained by the city council of the City of East Liverpool, Ohio, that Section 1 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed April 29, 1891; passed September 4, 1891.

SEC. 2. Section 1 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be amended to read as follows: That Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their successors and assigns, are hereby granted permission to construct, maintain and operate for the period of twenty-five (25) years an electric street railroad, with a single track and the necessary switches, turn-outs, turn-tables, side tracks, poles, wires and appurtenances, through the City of East Liverpool, Ohio, along the following route: Beginning at or near the residence of T. F. Anderson, thence along Pennsylvania avenue to and along Mulberry street, to and along Chestnut street, to and along Ohio avenue to the River road; thence along the River road to Second street at the crossing of the Cleveland and Pittsburg railroad; thence along Second street to Washington street; thence along Washington street to Sixth street; thence along Sixth street to Franklin street; thence along Franklin street to Eighth street; thence along Eighth street and the Wellsville road to a trestle bridge over Jehro valley to the west corporate limits of East Liverpool, and thence along County road and certain tracts to Wellsville, Ohio.

SEC. 2. Section 1 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be and the same is hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed September 8, 1891.

Amending Section 3 of Ordinance No. 377.

An Ordinance to amend Section 3 of Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891.

SEC. 1. Be it ordained by the council of the City of East Liverpool, Ohio, that Section 3 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be amended to read as follows:

WHEREAS, The River road of said route has, as used, encroached in some part or parts upon the several premises of C. C. and J. C. Thompson, Homer Laughlin, the Harker Pottery company and Wallace & Chetwynd, or is claimed; and

WHEREAS, Said several parties have consented that grantees may construct, maintain and operate their electric street railroad upon said River road, as used upon or in front of their several premises, upon condition that grantees upon written notice from either will, within six months after such notice, move said railroad tracks outward upon the river bank at present grade upon the premises of either, as directed in such notice, until the same be upon said River road as legally established. Now, the city of East Liverpool hereby agrees and guarantees that in case said grantees, their successors or assigns of said railroad be required to move said tracks outward by such notice or notices, and grantees, upon receiving such notice, shall immediately file a copy with the city clerk, said track to be removed at railroad company's expense; said city will furnish to said grantees for their railroad track a proper foundation, at present grade on top of said river bank, either upon said River road as legally established, or upon the premises of either of said parties giving grantees such notice, and provide for grantees a continuous and practicable right of way upon the top of said River road, either as used or as legally established. At any

time after the completion of the street railroad hereunder that the city council shall deem it to the public interest that said railroad shall be extended to the east corporate limits of East Liverpool, and the necessary consent of property owners be given therefore, their successors or assigns, agree to extend said railroad and operate the same to such east corporate limits within ninety days after being notified so to do by resolution of said city council; the route from Milton Ralston's to and along Ohio avenue, to and along Chestnut street, to and along Mulberry street to Pennsylvania avenue.

SEC. 2. Section 3 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891, be and the same are hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed in adjourned session September 11, 1891.

Amending Section 2 of Ordinance No. 377.

An ordinance to amend Section 2 of an ordinance entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29th, 1891, passed September 4, 1891.

SEC. 1. Be it ordained and enacted by the city council of the City of East Liverpool, Ohio, that Section 2 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891, be amended to read as follows: In all streets and parts of streets along said route which are paved at the time of constructing said street railroad therein, said grantees shall use in constructing their tracks and its turn-outs and side-tracks, a steel girder rail of the most approved pattern for such purpose, and weighing not less than eighty-two pounds to the yard; and in all streets and highways along said route not paved when said tracks are constructed therein said grantees shall use a heavy T rail, and shall, during the period of this grant, so maintain the surface of the roadway within said tracks and outside of the said T rails so that vehicles in said roadway shall not be obstructed in crossing said tracks at any point in and along said highways. It is also agreed as one of the conditions of this ordinance that when any street, or part thereof, is hereafter paved along said railroad route, said street railroad shall take up the T rail and relay the same along said paved streets with the steel girder rail. All poles to be located subject to the approval of the city engineer, and said poles to be painted by said railroad company, and said track to be located subject to the approval of the city engineer. At all points along said route where pavement is laid when said tracks are constructed, and wherever along said tracks the roadway shall hereafter be paved by said city, the said grantees, for themselves, their successors and assigns, bind themselves to relay, repair such pavement whenever said grantees, their successors and assigns, shall disturb, take up or injure the same. In all such cases restoring said pavement to as good condition as the same was before so taken up, disturbed or injured by grantees, their successors or assigns. Be it further enacted that the same provisions shall apply to the Globe Pottery company as applied to C. C. and J. C. Thompson, Homer Laughlin, Harker Pottery company, and Wallace & Chetwynd, as mentioned in Section 1 of Ordinance No. 377, amended Section 3 of Ordinance No. 377, passed September 11, 1891.

SEC. 2. Section 2 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed Sept. 4, 1891, be and the same is hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed in adjourned session, September 16, 1891.

SEC. 5. It is further ordained and enacted that said The East Liverpool Railway company, its successors and assigns, be and they are hereby granted permission to extend its tracks on and along the following streets (such extension being deemed by said council as being beneficial to the public, and the written consent of the majority of the property owners upon said streets, or parts thereof, on the line of the proposed street railroad, represented by the foot frontage of the property abutting on the several streets, having been filed with the city clerk), to-wit: Beginning at a point in the present track of said company at the intersection of Eighth

street and Lisbon road and running thence on Lisbon road to Grandview avenue; thence on Grandview avenue to North Side avenue; thence on North Side avenue to Park avenue; thence on Park avenue to Oakwood avenue; thence on Oakwood avenue to Junction street; thence on Junction street to Dorothy street; thence on Dorothy street to terminus.

And the said company, its successors and assigns is hereby granted full permission to lay and maintain its tracks on and along the public streets and highways aforesaid, and to construct, maintain and operate thereon an electrical street railway with a suitable main track, and with the necessary switches, turn-outs, turn-tables, side tracks, poles, wires and other appurtenances thereunto belonging, for and during the term of twenty-five (25) years from and after the passage and legal publication of this ordinance.

SEC. 6. The grant provided for in Section 5 of this ordinance, as far as applicable, and except as herein provided, shall be upon the same terms and subject to the same conditions as the terms and conditions contained in the original ordinances, and the several amendments thereto, granting to Albert L. Johnson, Sidney H. Short and C. E. Grover, their successors and assigns, the right and permission to construct, maintain and operate an electric street railway on and along certain streets in said city of East Liverpool, Ohio. See the revised ordinances of East Liverpool, Ohio, of 1894, pages 229 to 238 inclusive. Provided, however, that work on such extension shall begin on or before April 1st, 1900, and the same shall be completed on or before one year after the passage of this ordinance. After its completion said company shall operate said extension between Pleasant Heights and Sixth street daily between the hours of 5:30 a. m. (legal time) and 10:30 p. m. (legal time), unless prevented by unavoidable accident or contingency. Prior to 6 o'clock p. m. a car shall leave "the Diamond" and also at terminus on Dorothy street once every half hour; after 6 o'clock p. m. at least once every hour.

SEC. 7. In making the above mentioned grant on and along Third street and Market street, it is stipulated on the part of the city and agreed on the part of The East Liverpool Railway company, its successors and assigns, that the East Liverpool & Rock Springs Street Railway company, and its successors and assigns, in the ownership of its line, shall have the right to use the tracks of The East Liverpool Railway company on and along said streets as long as this grant continues in force. Provided, always, that mutually satisfactory traffic arrangements shall be made with, and a reasonable compensation paid to said The East Liverpool Railway company, its successors and assigns, for the use of its said tracks by said The East Liverpool & Rock Springs Street Railway company. If said companies, their successors and assigns, shall not be able to agree upon such traffic arrangements and compensation, the city council shall equitably determine the matter by ordinance.

In the use of the tracks of The East Liverpool Railway company by the East Liverpool & Rock Springs Street Railway company it is stipulated that all cars of the latter company westward bound shall run west on Third street and north on Market street to "The Diamond." This route shall be allowed as long as said The East Liverpool & Rock Springs Street Railway company, its successors and assigns, use said tracks and shall not be departed from except in cases of accident or emergency, and shall be resumed as soon as conditions permit. Any failure on the part of said The East Liverpool Railway company, its successors or assigns to fully comply with the requirements of this section, unless caused by unavoidable accident, will render this ordinance null and void.

SEC. 8. Transfer checks redeemable forthwith shall be issued on demand for one continuous passage from either of the present termini of said route on the present line to either of the northern termini herein mentioned, and from either of said northern termini to any point on said line for one fare, transfers to be made from car to car by the passenger at connecting points.

SEC. 9. The said The East Liverpool Railway company, its successors and assigns, shall carry the members of the police force and members of the fire department of the city of East Liverpool, Ohio, and the mail carriers in said city free of charge, while in uniform.

SEC. 10. The said The East Liverpool Railway company, its successors and assigns, shall, at its own cost and expense, construct and maintain and keep in good order and repair, the entire space between the outer rails of said track and for two feet on either side thereof, a good, smooth, firm and durable pavement of hard burned brick or vitrified block or other substance acceptable to council, where the streets are now paved, or may be hereafter paved, the work to be done to the satisfaction of the city engineer and under his direction; repave and repair the same when ordered to do so by the council. The said The East Liverpool Railway company, its successors and assigns, shall put the crossings on said routes and the approaches to its track thereat in such condition as to be crossed conveniently by teams, by planking the same with good and substantial planks, which crossings shall be kept in the best possible condition. Where not specified, all tracks to be laid under control of the city engineer.

SEC. 11. The failure on the part of the said The East Liverpool Railway company to complete and operate any of the extensions herein provided for within the time herein specified shall work a forfeiture of the rights and privileges herein granted, and render this ordinance null and void.

SEC. 12. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed this 10th day of October, 1890.

GEORGE PEACH,

President of Council.

Attest: J. N. HANLEY,

City Clerk.

Published in the East Liverpool News Review, Nov. 13, 1890.

A Burglary Story.

They were telling "burglary stories" on the veranda in front of the grocery store in a down east town.

"The man's hand was thrust through the hole he had cut in the door," said the star talker, "when the woman seized the wrist and held on in spite of the struggles of the man outside. In the morning the burglar was found dead, having cut his own throat when he found escape impossible; but the brave woman had not known he was dead, and so had not released her grasp on his wrist all night long."

"Huh!" growled the skeptic in the corner. "Why didn't she feel of his pulse?"—Buffalo Commercial.

ORDINANCE No. 606.

AN ORDINANCE granting permission to the East Liverpool Railway company, a corporation owning a street railroad in the City of East Liverpool, its successors and assigns, to extend its tracks, together with the necessary turn-outs, turn tables, side-tracks, poles, wires and other appurtenances, on and along the streets following, to wit:

Third street, Market street, "Diamond," East Market street, Calcutta road, McKinnon street and Jennings avenue to a point at or near the Riverview cemetery gate; also on and along the following streets, to wit:

Beginning at a point on Eighth street and running on Lisbon street, Grandview avenue, North Side avenue, Park avenue, Oakwood avenue, Junction street and Dorothy street to a terminus; and fixing the terms and conditions of said grant for a period of twenty-five (25) years, and renewing and extending for the same period the grant and franchise now being by said company.

SECTION 1. Be it ordained and enacted by the council of the City of East Liverpool, Ohio, that the East Liverpool Railway company, a corporation owning and operating an electric street railroad in said city, its successors and assigns, are hereby granted permission to extend its tracks on and along the following named streets (such extension being deemed by said council as beneficial to the public, and the written consent of the majority of the property holders upon said streets, or parts thereof, on the line of the proposed street railroad, represented by the feet front of the property abutting on the several streets, having been filed with the city clerk), to-wit:

Beginning at a point and connecting with what is known as the South Side Electric Street Railway line on Third street, at the intersection of Third and Union streets, running thence down Third to Washington street, at right angles with the present track thereon, and continuing along Third street to Market street, thence up Market street, in the center of said street, to the Diamond, and at a point in said Diamond near the well, the line to turn in a westerly direction and run close to the Monument fence, to intersect with the present tracks, on Sixth street, and also at said point in the Diamond, near the well, the line to turn eastward and run close to the Monument fence, to intersect and cross, at near a right angle, the present line on Sixth street; thence out East Market street to Calcutta road; thence on Calcutta road to McKinnon street; thence on McKinnon street to Jennings avenue; thence on Jennings avenue to Calcutta road; thence on Calcutta road to a point at or near the Riverview cemetery gate. And the said East Liverpool Railway company, its successors and assigns, is hereby granted full permission to lay and maintain its tracks on and along the public streets and highways aforesaid, and to construct, maintain and operate thereon an electric street railway, with a suitable main track and the necessary switches, turn-outs, turn-tables, wires, poles and appurtenances thereon belonging (but no switches, turn-outs, turn-tables or side tracks shall be laid on the Diamond between Fifth and Sixth streets), for and during the term of twenty-five years from and after the passage and legal publication of this ordinance.

SEC. 2. The above grant, as far as applicable, and except as herein provided, shall be upon the same terms and subject to the same conditions as the terms and conditions contained in the original ordinances and amendments thereto, granted to Albert L. Johnson, Sidney H. Short and C. E. Grover, their successors and assigns, the right and permission to construct, maintain and operate an electric street railroad on and along certain streets of said city of East Liverpool of 1894, pages 229 to 238, inclusive. Said rights and privileges originally granted, as above, to said Albert L. Johnson, Sidney H. Short and C. E. Grover being now vested in said East Liverpool Railway company as the successors and assigns of the individuals aforesaid.

SEC. 3. The company shall file its written acceptance of this ordinance with the city clerk and begin the construction of the extension above described within thirty days after the passage and legal publication of this ordinance, and said extension shall be completed and in operation within one year thereafter. The company shall operate said extension daily after its completion, unless prevented by unavoidable accident or contingency, between the hours of 5:30 a. m. (legal time) and 10 p. m. (legal time). Prior to 6 o'clock p. m. a car shall leave "the Diamond" and also the cemetery gate at least once in every half hour; after 6 o'clock p. m., at least once in each hour.

SEC. 4. The rights, privileges and franchise granted by ordinances of this council to Albert L. Johnson, Sidney H. Short and C. E. Grover, their successors and assigns, September 4, 1891, September 16, 1891, (see Revised Ordinances of East Liverpool of 1894, pages 229 to 238, inclusive, to which reference is hereby made for the full details and text of the ordinances above mentioned), which rights, privileges and franchise are now owned and exercised by The East Liverpool Railway company as successors and assigns of the above named individuals, are hereby renewed, reconfirmed and extended to said East Liverpool Railway company, its successors and assigns, for a period of twenty-five years from and after the passage and legal publication of this ordinance, and upon the same terms and subject to the same conditions contained in said original ordinances above mentioned.

The original ordinances above mentioned are in language and terms as follows, to wit:

"Granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railway, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session, April 29, 1891.

SEC. 1. Be it ordained by the City Council of the City of East Liverpool, Ohio, that Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, successors and assigns, are hereby granted permission to construct, maintain and operate an electric street railroad, with a single track, and the necessary switches, turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, through the city of East Liverpool, along the following route: Beginning at or near the residence of T. F. Anderson, thence along Pennsylvania avenue to and along Mulberry street; to and along Chestnut street; to and along Ohio avenue to the Second street, at the crossing of the Cleve-

land and Pittsburgh railroad; thence along Second street to Washington street; thence along Washington street to Sixth street; thence along Sixth street to Franklin street; thence along Franklin street to Eighth street; thence along Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and thence along the country road and certain tracts to Wellsville, Ohio.

SEC. 2. In all streets and parts of streets along said route which are paved at the time of constructing said street railroad therein, said grantees shall use in constructing their tracks and its turn-outs and side tracks, a steel girder rail of the most approved pattern for such purpose, and weighing not less than eighty-two pounds to the yard; and in all streets and highways along said route not paved when said tracks are constructed therein, said grantees shall use a heavy T rail, and shall, during the period of this grant, so maintain the surface of the roadway within said tracks, and outside of said T rails, so that vehicles in said roadway shall not be obstructed in crossing said tracks at any point in and along said highways. It is also agreed as one of the conditions of this ordinance that when any street, or part thereof, is hereafter paved along said railroad route, said street railway agree to take up the T rails and relays the same along said paved street with the steel girder rail. All poles to be located subject to the approval of the city engineer, and said poles to be painted by said railroad company, and said track located subject to the approval of the city engineer. At all points along said route where pavement is laid when said tracks are constructed, and wherever along said tracks the roadway shall hereafter be paved by said city, the said grantees, for themselves, their successors and assigns, bind themselves to relay repair and maintain such pavement whenever and wherever said grantees, their successors and assigns, shall disturb, take up or injure the same; in all such cases restoring such pavement to as good condition as the same was in before taken up, disturbed or injured by grantees, their successors or assigns.

SEC. 3. At any time after the completion of the street railroad hereunder, that the city council shall deem it to the public interest that said railroad shall be extended to the east corporate limits of East Liverpool, and the necessary consent of property owners be given therefor, grantees, their successors or assigns, agree to extend said railroad and operate the same to such east corporate limits within ninety days after having been notified so to do by resolution of said city council.

SEC. 4. In all streets and parts of streets along said route where pavement is laid when said track is constructed, said track shall be laid so that its rails nearest the center line of such street shall be two feet distant from such center line, so that said track need not be removed to permit a second track to be laid along the other side of such center line, and in all streets and highways not paved when said track is constructed, such track shall be located and constructed in the most convenient for the general use of such highway and the railroad therein. And whenever the city council shall cause any change of grade of any street or highway along said route, the grantees, for themselves, their successors and assigns, agree at their own expense to alter the grade of their railroad tracks and make them conform to such changed grade of such street or highway; the city, however, in any and every such case of change of grade to bear the expense of relaying all pavement disturbed by such change of grade. The city reserves to itself the right to disturb, remove or interrupt travel over said tracks whenever or wherever it shall be necessary to construct or repair sewers, water or gas pipes, bridges or culverts, or for other municipal purposes, and when the street in any such case is restored, the grantees, their successors and assigns, shall then restore, relay and connect their said tracks at their own expense.

SEC. 5. The grantees, their successors and assigns of said railroad, and the permission herein granted, hereby agree to hold said city of East Liverpool harmless of and from all damage and injuries caused by said grantees, their successors and assigns, in or by the construction, maintenance or operation of said electric street railroad, or its appurtenances, and agree to place good and sufficient cars, and continue the same on said route, with good and improvements, and run thereon as often as the public convenience may demand and require daily.

SEC. 6. The said grantees shall, if they accept the provisions of this ordinance, file such acceptance in writing with the clerk of the city of East Liverpool, within thirty days after passage thereof, and give a bond in the sum of \$5,000.00, conditioned that they will, in good faith, begin the construction and complete said railroad according to the terms of this ordinance and time therein stated, and shall begin the construction of said railroad within ninety days after such acceptance, and shall have said railroad completed and in operation within one year from the expiration of said ninety days, and on failure to perform either of these conditions within the time specified, this ordinance shall be absolutely void, and the forfeiture of said \$5,000.00 go to said city.

SEC. 7. Upon acceptance of this ordinance, and the construction of the street railroad hereunder, grantees, their successors and assigns, shall have the right to charge and collect fares of five cents each ride of each passenger carried over the whole or any part of said route, or any extension thereof, and tariff for each parcel of freight of ten cents per hundred pounds, or fraction thereof, carried over the whole or any part of said route or any extension thereof, provided no charge shall be made for children under five years of age, accompanied by parents or guardians, and no charge shall be made for baggage in the hands of passengers. Grantees, their successors and assigns, may use upon their cars either conductors or fare boxes, as they find most practicable. The city of East Liverpool, by its council, hereby agrees not to change the rate of fare or tariff in this ordinance granted; and that it will not, within such period, make any other requirements or exactions of grantees, their successors or assigns, in respect of pavement or maintenance of roadways, than in this ordinance provided.

SEC. 8. Ordinance No. 364, entitled, "An ordinance granting Augustus Armstrong and Erhart Knauer, their successors and assigns, the right to lay, construct, maintain and operate a street railway along certain streets or parts thereof, herein named, in said city of East Liverpool, Ohio, under certain provisions and conditions, being for non-performance of its conditions, voidable, is hereby repealed. The city council reserves the right that if the proposition for the underground crossing of the Cleveland and Pittsburgh railroad is accepted by said council, the Electric Street Railway company shall use said underground crossing.

SEC. 9. This ordinance shall take effect on its passage and legal publication and the filing of written acceptance of its terms and conditions as herein provided, and cost of publication and former notice.

Passed in adjourned session, September 4, 1891.

Amending Section 1 of Ordinance No. 377. An Ordinance to amend Section 1 of Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891.

SEC. 1. Be it ordained by the city council of the city of East Liverpool, Ohio, that Section 1 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed April 29, 1891; passed September 4, 1891.

SEC. 2. Section 1 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891," be amended to read as follows: That Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their successors and assigns, are hereby granted permission to construct, maintain and operate for the period of twenty-five (25) years an electric street railroad, with a single track, and the necessary switches, turn-outs, turn-tables, side tracks, poles, wires and appurtenances, through the city of East Liverpool, Ohio, along the following route: Beginning at or near the residence of T. F. Anderson, thence along Pennsylvania avenue to and along Mulberry street, to and along Chestnut street, to and along Ohio avenue to the River road; thence along the River road to Second street at the crossing of the Cleveland and Pittsburgh railroad; thence along Second street to Washington street; thence along Washington street to Sixth street; thence along Sixth street to Franklin street; thence along Franklin street to Eighth street; thence along Eighth street and the Wellsville road to a trestle bridge over Jethro valley to the west corporate limits of East Liverpool, and thence along County road and certain tracts to Wellsville, Ohio.

SEC. 3. Section 1 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be and the same is hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed September 8, 1891.

Amending Section 3 of Ordinance No. 377.

An Ordinance to amend Section 3 of Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, their legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891.

SEC. 1. Be it ordained by the council of the city of East Liverpool, Ohio, that Section 3 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891," be amended to read as follows:

WHEREAS, the River road of said route has, as used, encroached in some part or parts upon the several premises of C. C. and J. C. Thompson, Homer Laughlin, the Harker Pottery company and Wallace & Chetwynd, or is claimed; and

WHEREAS, said several parties have consented that grantees may construct, maintain and operate their electric street railroad upon said River road, as used upon or in front of their several premises, upon condition that grantees upon written notice from either will, within six months after such notice, move said railroad tracks outward upon the premises of either, as directed in such notice, until the same be upon said River road as legally established. Now the city of East Liverpool hereby agrees and guarantees that in case said grantees, their successors or assigns of said railroad be required to move said tracks outward by such notice or notices, and grantees, upon receiving such notice, shall immediately file a copy with the city clerk, said track to be removed at railroad company's expense; said city will furnish to said grantees for their railroad track a proper foundation, at present grade on top of said river bank, either upon said River road as legally established, or upon the premises of either of said parties giving grantees such notice, and provide for grantees a continuous and practicable right of way upon the top of said River road, either as used or as legally established. At any

time after the completion of the street railroad hereunder that the city council shall deem it to the public interest that said railroad shall be extended to the east corporate limits of East Liverpool, and the necessary consent of property owners be given therefor, grantees, their successors or assigns, agree to extend railroad and operate the same to such east corporate limits within ninety days after being notified so to do by resolution of said city council; the route from Milton Kaiton's to and along Ohio avenue, to and along Chestnut street, to and along Mulberry street to Pennsylvania avenue.

SEC. 2. Section 3 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891," be and the same are hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed in adjourned session September 11, 1891.

Amending Section 2 of Ordinance No. 377.

An ordinance to amend Section 2 of an ordinance entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891.

SEC. 1. Be it ordained and enacted by the city council of the city of East Liverpool, Ohio, that Section 2 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891," be amended to read as follows: In all streets and parts of streets along said route which are paved at the time of constructing said street railroad therein, said grantees shall use in constructing their tracks and its turn-outs and side tracks, a steel girder rail of the most approved pattern for such purpose, and weighing not less than eighty-two pounds to the yard; and in all streets and highways along said route not paved when said tracks are constructed therein, said grantees shall use a heavy T rail, and shall, during the period of this grant, so maintain the surface of the roadway within said tracks and outside of the said T rails so that vehicles in said roadway shall not be obstructed in crossing said tracks at any point in and along said highways. It is also agreed as one of the conditions of this ordinance that when any street or part thereof is hereafter paved along said railroad route, said street railway agree to take up the T rail and relays the same along said paved streets with the steel girder rail. All poles to be located subject to the approval of the city engineer, and said poles to be painted by said railroad company, and said track located subject to the approval of the city engineer. At all points along said route where pavement is laid when said tracks are constructed, and wherever along said tracks the roadway shall hereafter be paved by said city, the said grantees for themselves, their successors and assigns, bind themselves to relay and repair such pavement whenever said grantees, their successors and assigns, shall disturb, take up or injure the same; in all such cases restoring said pavement to as good condition as the same was before so taken up, disturbed or injured by grantees, their successors or assigns. Be it further enacted that the same provisions shall apply to the Globe Pottery company as applied to C. C. and J. C. Thompson, Homer Laughlin, Harker Pottery company, and Wallace & Chetwynd, as mentioned in Section 1 of Ordinance No. 377, amending Section 3 of Ordinance No. 377, passed September 11, 1891.

SEC. 2. Section 2 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue, and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed Sept. 4, 1891," be and the same is hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed in adjourned session, September 16, 1891.

SEC. 5. It is further ordained and enacted that said The East Liverpool Railway company, its successors and assigns, be and they are hereby granted permission to extend its tracks on and along the following streets (such extension being deemed by said council as being beneficial to the public and the written consent of the majority of the property owners upon said streets, or parts thereof, on the line of the proposed street railroad, represented by the foot frontage of the property abutting on the several streets, having been filed with the city clerk), to-wit: Beginning at a point in the present track of said company at the intersection of Eighth

street and Lisbon road and running thence on Lisbon road to Grandview avenue; thence on Grandview avenue to North Side avenue; thence on North Side avenue to Park avenue; thence on Park avenue to Oakwood avenue; thence on Oakwood avenue to Junction street; thence on Junction street to Dorothy street; thence on Dorothy street to terminus.

And the said company, its successors and assigns is hereby granted full permission to lay and maintain its tracks on and along the public streets and highways aforesaid, and to construct, maintain and operate thereon an electric street railway with a suitable main track, and with the necessary switches, turnouts, turn-tables, side tracks, poles, wires and other appurtenances thereunto belonging, for and during the term of twenty-five (25) years from and after the passage and legal publication of this ordinance.

SEC. 6. The grant provided for in Section 5 of this ordinance, as far as applicable, and except as herein provided, shall be upon the same terms and subject to the same conditions as the terms and conditions contained in the original ordinances, and the several amendments thereto, granting to Albert L. Johnson, Sidney H. Short and C. E. Grover, their successors and assigns, the right and permission to construct, maintain and operate an electric street railway on and along certain streets in said city of East Liverpool, Ohio. See the revised ordinances of East Liverpool, Ohio, of 1894, pages 229 to 238, inclusive. Provided, however, that work on such extension shall begin on or before April 1st, 1900, and the same shall be completed on or before one year after the passage of this ordinance. After its completion said company shall operate said extension between Pleasant Heights and Sixth street daily between the hours of 5:30 a. m. legal time, and 10:30 p. m. legal time, unless prevented by unavoidable accident or contingency. Prior to 6 o'clock p. m. a car shall leave the "Diamond" and also at terminus on Dorothy street once every half hour; after 6 o'clock p. m., at least once every hour.

SEC. 7. In making the above mentioned grant on and along Third street and Market street, it is stipulated on the part of the city and agreed on the part of The East Liverpool Railway company, its successors and assigns, that the East Liverpool & Rock Springs Street Railway company, and its successors and assigns, in the ownership of its line, shall have the right to use the tracks of The East Liverpool Railway company on and along said streets as long as this grant continues in force. Provided, always, that mutually satisfactory traffic arrangements shall be made with, and a reasonable compensation paid to said The East Liverpool Railway company, its successors and assigns, for the use of its said tracks by said The East Liverpool & Rock Springs Street Railway company. If said companies, their successors and assigns, shall not be able to agree upon such traffic arrangements and compensation, the city council shall equitably determine the matter by ordinance.

In the use of the tracks of The East Liverpool Railway company by The East Liverpool & Rock Springs Street Railway company it is stipulated that all cars of the latter company westward bound shall run west on Third street and north on Market street to "the Diamond." This route shall be followed as long as said The East Liverpool & Rock Springs Street Railway company, its successors and assigns, use said tracks, and shall not be departed from except in cases of accident or emergency, and shall be resumed as soon as conditions permit. Any failure on the part of the said The East Liverpool Railway company, its successors or assigns, to fully comply with the requirements of this section, unless caused by unavoidable accident, will render this ordinance null and void.

SEC. 8. Transfer checks redeemable forthwith shall be issued on demand for one continuous passage from either of the present termini or any point on the present line to either of the northern termini herein mentioned, and from either of said northern termini to any point on said line for one fare, transfers to be made from car to car by the passenger at connecting points.

SEC. 9. The said East Liverpool Railway company, its successors and assigns, shall carry the members of the police force and members of the fire department of the city of East Liverpool, Ohio, and the rail carriers in said city free of charge, while in uniform.

SEC. 10. The said East Liverpool Railway company, its successors and assigns, shall, at its own cost, and expense, construct and maintain and keep in good order and repair, the entire space between the outer rails of said track and for two feet on either side thereof, a good, smooth, firm and durable pavement of hard burned brick or vitrified block or other substance acceptable to council, where the streets are now paved, or may be hereafter paved, the work to be done to the satisfaction of the city engineer and under his direction; repave and repair the same when ordered to do so by the council. The said The East Liverpool Railway company, its successors and assigns, shall put the crossings on said routes and the approaches to its tracks, in such condition, as to be crossed conveniently by teams, by planking the same with good and substantial planks, which crossings shall be kept in the best possible condition. Where not specified, all tracks to be laid under control of the city engineer.

SEC. 11. The failure on the part of the said The East Liverpool Railway company to complete and operate any of the extensions herein provided for, within the time herein specified shall work a forfeiture of the rights and privileges herein granted, and render this ordinance null and void.

SEC. 12. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed this 10th day of October, 1890.

GEORGE PEACH,

President of Council.

Attest: J. N. HANLEY,

City Clerk.

Published in the East Liverpool News Review, Nov. 13, 1890.

A Burglary Story.

They were telling "burglary stories" on the veranda in front of the grocery store in a down east town.

"The man's hand was thrust through the hole he had cut in the door," said the star talker, "when the woman seized the wrist and held on in spite of the struggles of the man outside. In the morning the burglar was found dead, having cut his own throat when he found escape impossible; but the brave woman had not known he was dead, and so had not released her grasp on his wrist all night long."

"Huh!" growled the skeptic in the corner. "Why didn't she feel of his pulse?"—Buffalo Commercial.

ORDINANCE No. 606.

AN ORDINANCE granting permission to the East Liverpool Railway company, a corporation owning a street railroad in the City of East Liverpool, its successors and assigns, to extend its tracks, together with the necessary turn-outs, turn-tables, side-tracks, poles, wires and other appurtenances, on and along the streets following, to wit:

Third street, Market street, "Diamond," East Market street, Calcutta road, McKinnon street and Jennings avenue to a point at or near the Riverview cemetery gate; also on and along the following streets, to wit:

Beginning at a point on Eighth street and running on Lisbon road, Grandview avenue, North Side avenue, Park avenue, Oakwood avenue, Junction street and Dorothy street to a terminus; and fixing the terms and conditions of said grant for a period of twenty-five (25) years, and renewing and extending for the same period the grant and franchise now owned by said company.

SECTION 1. Be it ordained and enacted by the council of the City of East Liverpool, Ohio, that the East Liverpool Railway company, a corporation owning and operating an electric street railroad in said city, its successors and assigns, be and is hereby granted permission to extend its tracks on and along the following named streets (such extension being deemed by said council as beneficial to the public, and the written consent of the majority of the property holders upon said streets or parts thereof, on the line of the proposed street, railroad, represented by the feet front of the property abutting on the several streets, having been filed with the city clerk), to-wit:

Beginning at a point and connecting with what is known as the South Side Electric Street Railway line on Third street, at the intersection of Third and Union streets, running thence down Third to Washington street, at right angles with the present track thereon, and continuing along Third street to Market street, thence up Market street, in the center of said street, to the Diamond, and at a point in said Diamond and near the well, the line to turn in a westerly direction and run close to the Monument fence, to intersect with the present tracks, on Sixth street, and also at said point in the Diamond, near the well, the line to turn eastward and run close to the Monument fence, to intersect and cross, at near a right angle, the present line on Sixth street; thence out East Market street to Calcutta road; thence on Calcutta road to McKinnon street; thence on McKinnon street to Jennings avenue; thence on Jennings avenue to Calcutta road; thence on Calcutta road to a point at or near the Riverview cemetery gate; and the said East Liverpool Railway company, its successors and assigns, is hereby granted full permission to lay and maintain its tracks on and along the public streets and highways aforesaid, and to construct, maintain and operate thereon an electric street railroad, with a suitable main track and the necessary switches, turn-outs, turn-tables, wires, poles and appurtenances thereon belonging (but no switches, turn-outs, turn-tables or side-tracks shall be laid on the Diamond between Fifth and Sixth streets), for and during the term of twenty-five years from and after the passage and legal publication of this ordinance.

SEC. 2. The above grant, as far as applicable, and except as herein provided, shall be upon the same terms and subject to the same conditions as the terms and conditions contained in the original ordinances, and the several amendments thereto, granted to Albert L. Johnson, Sydney H. Short and C. E. Grover, their successors and assigns, the right and permission to construct, maintain and operate an electric street railroad on and along certain streets of said city of East Liverpool. See the Revised Ordinances of East Liverpool of 1894, pages 229 to 238, inclusive. Said rights and privileges originally granted, as above, to said Albert L. Johnson, Sydney H. Short and C. E. Grover being now vested in said the East Liverpool Railway company as the successors and assigns of the individuals aforesaid.

SEC. 3. The company shall file its written acceptance of this ordinance with the city clerk and begin the construction of the extension above described within thirty days after the passage and legal publication of this ordinance, and said extension shall be completed and in operation within one year thereafter. The company shall operate said extension daily after its completion, unless prevented by unavoidable accident or contingency, between the hours of 5:30 a. m. (legal time) and 10 p. m. (legal time). Prior to 6 o'clock p. m. a car shall leave "the Diamond" and also the cemetery gate at least once in every half hour; after 6 o'clock p. m., at least once in each hour.

SEC. 4. The rights, privileges and franchise granted by ordinances of this council to Albert L. Johnson, Sydney H. Short and C. E. Grover, their successors and assigns, September 4, 1891, September 8, 1891, and September 11, 1891, and the Revised Ordinances of East Liverpool of 1894, pages 229 to 238, inclusive, to which reference is hereby made for the full details and text of the ordinances above mentioned, which rights, privileges and franchise are now owned and exercised by The East Liverpool Railway company as successors and assigns of the above named individuals, are hereby renewed, reaffirmed and extended to said The East Liverpool Railway company, its successors and assigns, for a period of twenty-five years from and after the passage and legal publication of this ordinance, and upon the same terms and subject to the same conditions contained in said original ordinances above mentioned.

The original ordinances above mentioned are in language and terms as follows, to-wit:

"Granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railway, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891.

SEC. 1. Be it ordained by the City Council of the city of East Liverpool, Ohio, that Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, be and is hereby granted permission to construct, maintain and operate an electric street railroad, with a single track, and the necessary switches, turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, through the city of East Liverpool, along the following route: Beginning at or near the residence of T. F. Anderson, thence along Pennsylvania avenue to and along Mulberry street; thence along Chestnut street; to and along Ohio avenue to the River road; thence along the River road to Second street, at the crossing of the Cleveland

and Pittsburgh railroad; thence along Second street to Washington street; thence along Washington street to Sixth street; thence along Sixth street to Franklin street; thence along Franklin street to Eighth street; thence along Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and thence along the country road and certain tracts to Wellsville, Ohio.

SEC. 2. In all streets and parts of streets along said route, which are paved at the time of constructing said street railroad therein, said grantee shall use in constructing its tracks and its turn-outs and side-tracks, a steel girder rail of the most approved pattern for such purpose, and weighing not less than eighty-two pounds to the yard; and in all streets and highways along said route not paved when said tracks are constructed therein, said grantee shall use a heavy T rail, and shall, during the period of this grant, so maintain the surface of the road within said tracks, and outside of said T rails, so that vehicles in said roadway shall not be obstructed in crossing said tracks at any point in and along said highways. It is also agreed as one of the conditions of this ordinance that when any street, or part thereof, is hereafter paved along said railroad route, said street railroad agree to take up the T rails and relay the same along said paved street with the steel girder rail. All poles to be located subject to the approval of the city engineer, and said poles to be painted by said railroad company, and said track located subject to the approval of the city engineer. At all points along said route where pavement is laid when said tracks are constructed, and wherever they are laid on the roadway shall hereafter be paved by said city, the said grantee, for themselves, their successors and assigns, bind themselves to relay repair and maintain such pavements whenever and wherever said grantee, their successors and assigns, shall disturb, take up or injure the same; in all such cases restoring such pavement to as good condition as the same was in before taken up, disturbed or injured by grantee, their successors or assigns.

SEC. 3. At any time after the completion of the street railroad hereunder, that the city council shall deem it to the public interest that said railroad shall be extended to the east corporate limits of East Liverpool, and the necessary consent of property owners be given, therefor, grantee, their successors or assigns, agree to extend said railroad and operate the same to such east corporate limits within ninety days after having been notified so to do by resolution of said city council.

SEC. 4. In all streets and parts of streets along said route where pavement is laid when said track is constructed, said track shall be laid so that its rails nearest the center line of such street shall be two feet distant from such center line, so that said track need not be removed to permit a second track to be laid along the other side of such center line, and in all streets and highways not paved when said track is constructed, such track shall be located and constructed so that it shall be most convenient for the general use of such highway and the railroad therein. And whenever the city council shall cause any change of grade of any street or highway along said route, the grantee, for themselves, their successors and assigns, agree at their own expense to alter the grade of their railroad tracks and make them conform to such changed grade of such street or highway; the city, however, in any and every such case of change of grade to bear the expense of relaying all pavement disturbed by such change of grade. The city reserves to itself the right to disturb, remove or interrupt travel over said tracks whenever or wherever it shall be necessary to construct or repair sewers, water or gas pipes, bridges or culverts, or for other municipal purposes, and when the street in any such case is restored, the grantee, their successors and assigns, shall then restore, relay and connect their said tracks at their own expense.

SEC. 5. The grantee, their successors and assigns of said railroad, and the permission herein granted, hereby agree to hold said city of East Liverpool harmless of and from all damage and injuries caused by said grantee, their successors and assigns, in or by the construction, maintenance or operation of said electric street railroad, or its appurtenances, and agree to place good and sufficient fences, and continue the same on said road, with mod improvements, and run them as often as the public convenience may demand and require daily.

SEC. 6. The said grantee shall, if they accept the provisions of this ordinance, file such acceptance in writing with the clerk of the city of East Liverpool, within thirty days after passage thereof, and give a bond in the sum of \$5,000.00, conditioned that they will, in good faith, begin the construction and complete said railroad according to the terms of this ordinance and time therein stated, and shall begin the construction of said railroad within ninety days after said acceptance, and shall have said railroad completed and in operation within one year from the expiration of said ninety days, and on failure to perform either of these conditions within the time specified, this ordinance shall be absolutely void, and the forfeiture of said \$5,000.00 go to said city.

SEC. 7. Upon acceptance of this ordinance, and the construction of the street railroad hereunder, grantee, their successors and assigns, shall have the right to charge and collect fares of five cents each ride of each passenger carried over the whole or any part of said route, or any extension thereof, and tariff for each parcel of freight of ten cents per each hundred pounds, or fraction thereof, carried over the whole or any part of said route or any extension thereof; provided no charge shall be made for children under five years of age, accompanied by parents or guardians, and no charge shall be made for baggage in the hands of passengers. Grantee, their successors and assigns, may use upon their cars either conductors or fare boxes, as they find most practicable. The city of East Liverpool by its council, hereby agrees not to change the rate of fare or tariff in this section provided during the period in this ordinance granted; and that it will not, within such period, make any other requirements or exactions of grantee, their successors or assigns, in respect of pavement or maintenance of roadways, than in this ordinance provided.

SEC. 8. Ordinance No. 364, entitled, "An ordinance granting Augustus Armstrong and Erhart Knauer, their successors and assigns, the right to lay, construct, maintain and operate a street railway along certain streets or parts thereof, herein named, in said city of East Liverpool, Ohio, under certain provisions and conditions, being for non-performance of its conditions, voidable, is hereby repealed. The city council reserves the right that if the proposition for the undergrade crossing of the Cleveland and Pittsburgh railroad is accepted by said council, the Electric Street Railway company shall use said undergrade crossing.

SEC. 9. This ordinance shall take effect on its passage and legal publication and the filing of written acceptance of its terms and conditions as herein provided, and cost of publication and former notice.

Passed in adjourned session, September 4, 1891.

Amending Section 1 of Ordinance No. 377.

An Ordinance to amend Section 1 of Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary switches, turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, through the city of East Liverpool, along the following route: Beginning at or near the residence of T. F. Anderson, thence along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be and the same is hereby repealed.

SEC. 1. Be it ordained by the city council of the city of East Liverpool, Ohio, that Section 1 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed April 29, 1891; passed September 4, 1891.

SEC. 2. Section 1 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be amended to read as follows: That Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their successors and assigns, are hereby granted permission to construct, maintain and operate for the period of twenty-five (25) years an electric street railroad, with a single track and the necessary switches, turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, through the city of East Liverpool, Ohio, along the following route: Beginning at or near the residence of T. F. Anderson, thence along Pennsylvania avenue to and along Chestnut street, to and along Ohio avenue to the River road; thence along the River road to Second street at the crossing of the Cleveland and Pittsburgh railroad; thence along Second street to Washington street; thence along Washington street to Sixth street; thence along Sixth street to Franklin street; thence along Sixth street to Eighth street; thence along Eighth street and the Wellsville road to a trestle bridge over Jethro valley to the west corporate limits of East Liverpool, and thence along county road and certain tracts to Wellsville, Ohio.

SEC. 3. Section 1 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be and the same is hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed September 8, 1891.

Amending Section 3 of Ordinance No. 377.

An Ordinance to amend Section 3 of Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, their legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891.

SEC. 1. Be it ordained by the council of the city of East Liverpool, Ohio, that Section 3 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be amended to read as follows:

WHEREAS, The River road of said route has, as used, encroached in some part or parts upon the several premises of C. C. and J. C. Thompson, Homer Laughlin, the Harker Pottery company and Wallace & Chetwynd, or is claimed; and

WHEREAS, Said several parties have consented that grantee may construct, maintain and operate their electric street railroad upon said River road, as used upon or front of their several premises, upon condition that grantee upon written notice from either will, within six months after such notice, move said railroad tracks outward upon the premises of either, as directed in such notice, until the same be upon said River road as legally established. Now, the city of East Liverpool hereby agrees and guarantees that in case said grantee, their successors or assigns of said railroad, are required to move said tracks outward by such notice or notices, and grantee, upon receiving such notice, shall immediately file a copy with the city clerk, said track to be removed at railroad company's expense; said city will furnish to said grantee for their railroad track a proper foundation, at present grade on top of said river bank, either upon said River road as legally established, or upon the premises of either of said parties giving grantee such notice, and provide for grantee a continuous and unobstructed roadway across the top of said River road, either as used or as legally established. At any

time after the completion of the street railroad hereunder that the city council shall deem it to the public interest that said railroad shall be extended to the east corporate limits of East Liverpool, and the necessary consent of property owners be given, therefor, grantee, their successors or assigns, agree to extend railroad and operate the same to such east corporate limits within ninety days after being notified so to do by resolution of said city council; the route from Milton Raiston's to and along Ohio avenue, to and along Chestnut street, to and along Mulberry street to Pennsylvania avenue.

SEC. 2. Section 3 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891, be and the same are hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed in adjourned session September 11, 1891.

Amending Section 2 of Ordinance No. 377.

An ordinance to amend Section 2 of an ordinance entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891.

SEC. 1. Be it ordained and enacted by the city council of the city of East Liverpool, Ohio, that Section 2 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891, be amended to read as follows: In all streets and parts of streets along said route which are paved at the time of constructing said street railroad therein, said grantee shall use in constructing their tracks and its turn-outs and side-tracks, a steel girder rail of the most approved pattern for such purpose, and weighing not less than eighty-two pounds to the yard; and in all streets and highways along said route not paved when said tracks are constructed therein, said grantee shall use a heavy T rail, and shall, during the period of this grant, so maintain the surface of the roadway within said tracks and outside of the said T rails so that vehicles in said roadway shall not be obstructed in crossing said tracks at any point in and along said highways. It is also agreed as one of the conditions of this ordinance that when any street, or part thereof, is hereafter paved along said railroad route, said street railroad agree to take up the T rails and relay the same along said paved streets with the steel girder rail. All poles to be located subject to the approval of the city engineer, and said poles to be painted by said railroad company, and said track to be located subject to the approval of the city engineer. At all points along said route where pavement is laid when said tracks are constructed, and wherever along said tracks the roadway shall hereafter be paved by said city, the said grantee, for themselves, their successors and assigns, bind themselves to relay and repair such pavements whenever said grantee, their successors and assigns, shall disturb, take up or injure the same; in all such cases restoring said pavement to as good condition as the same was before so taken up, disturbed or injured by grantee, their successors or assigns. Be it further enacted that the same provisions shall apply to the Globe Pottery company as applied to C. C. and J. C. Thompson, Homer Laughlin, Harker Pottery company, and Wallace & Chetwynd, as mentioned in Section 1 of Ordinance No. 377, amending Section 3 of Ordinance No. 377, passed September 11, 1891.

SEC. 2. Section 2 of Ordinance No. 377, entitled "Ordinance No. 377, granting permission to Albert L. Johnson, Sydney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and county road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed Sept. 4, 1891, be and the same is hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed in adjourned session, September 16, 1891.

SEC. 5. It is further ordained and enacted that said The East Liverpool Railway company, its successors and assigns, be and they are hereby granted permission to extend its tracks on and along the following streets, (such extension being deemed by said council as being beneficial to the public and the written consent of the majority of the property owners upon said streets, or parts thereof, on the line of the proposed street railroad, represented by the foot frontage of the property abutting on the several streets, having been filed with the city clerk), to-wit: Beginning at a point in the present track of said company at the intersection of Eighth

street and Lisbon road and running thence on Lisbon road to Grandview avenue; thence on Grandview avenue to North Side avenue; thence on North Side avenue to Park avenue; thence on Park avenue to Oakwood avenue; thence on Oakwood avenue to Junction street; thence on Junction street to Dorothy street; thence on Dorothy street to terminus.

And the said company, its successors and assigns is hereby granted full permission to lay and maintain its tracks on and along the public streets and highways aforesaid, and to construct, maintain and operate thereon an electrical street railway with a suitable main track, and with the necessary switches, turn-outs, turn-tables, side-tracks, poles, wires and other appurtenances thereunto belonging, for and during the term of twenty-five (25) years from and after the passage and legal publication of this ordinance.

SEC. 6. The grant provided for in Section 5 of this ordinance, as far as applicable, and except as herein provided, shall be upon the same terms and subject to the same conditions as the terms and conditions contained in the original ordinances, and the several amendments thereto, granted to Albert L. Johnson, Sydney H. Short and C. E. Grover, their successors and assigns, the right and permission to construct, maintain and operate an electric street railway on and along certain streets in said city of East Liverpool, Ohio. See the revised ordinances of East Liverpool, Ohio, of 1894, pages 229 to 238 inclusive. Provided, however, that work on such extension shall begin on or before April 1st, 1900, and the same shall be completed on or before one year after the passage of this ordinance. After its completion said company shall operate said extension between Pleasant heights and Sixth street daily between the hours of 5:30 a. m. (legal time), and 10:30 p. m. (legal time), unless prevented by unavoidable accident or contingency. Prior to 6 o'clock p. m., a car shall leave the "Diamond" and also at terminus on Dorothy street once every half hour; after 6 o'clock p. m., at least once every hour.

SEC. 7. In making the above mentioned grant on and along Third street and Market street, it is stipulated on the part of the city and agreed on the part of The East Liverpool Railway company, its successors and assigns, that the East Liverpool & Rock Springs Street Railway company, and its successors and assigns, in the ownership of its line, shall have the right to use the tracks of The East Liverpool Railway company on and along said streets as long as this grant continues in force. Provided, always, that mutually satisfactory traffic arrangements shall be made with, and a reasonable compensation paid to said The East Liverpool Railway company, its successors and assigns, for the use of its said tracks by said The East Liverpool & Rock Springs Street Railway company. If said companies, their successors and assigns, shall not be able to agree upon such traffic arrangements and compensation, the city council shall equitably determine the matter by ordinance.

In the use of the tracks of The East Liverpool Railway company by the East Liverpool & Rock Springs Street Railway company it is stipulated that all cars of the latter company westward bound shall run west on Third street and north on Market street to "the Diamond." This route shall be followed as long as said The East Liverpool & Rock Springs Street Railway company, its successors and assigns, use said tracks and shall not be departed from except in cases of accident or emergency, and shall be resumed as soon as conditions permit. Any failure on the part of the said The East Liverpool Railway company, its successors or assigns, to fully comply with the requirements of this section, unless caused by unavoidable accident, will render this ordinance null and void.

SEC. 8. Transfer checks redeemable forthwith shall be issued on demand for one continuous passage from either of the present termini or any point on the present line to either of the northern termini herein mentioned, and from either of said northern termini to any point on said line for one fare, transfers to be made from car to car by the passenger at connecting points.

SEC. 9. The said The East Liverpool Railway company, its successors and assigns, shall carry the members of the police force and members of the fire department of the city of East Liverpool, Ohio, and the mail carriers in said city free of charge, while in uniform.

SEC. 10. The said The East Liverpool Railway company, its successors and assigns, shall, at its own cost and expense, construct and maintain and keep in good order and repair the entire space between the outer rails of said track and for two feet on either side thereof, a good, smooth, firm and durable pavement of hard burned brick or vitrified block or other substance acceptable to council, where the streets are now paved, or may be hereafter paved, the work to be done to the satisfaction of the city engineer and under his direction; repave and repair the same when ordered to do so by the council. The said The East Liverpool Railway company, its successors and assigns, shall put the crossings on said tracks and the approaches to its track, thereat, in such condition, as to be crossed conveniently by teams, by planking the same with good and substantial planks, which crossings shall be kept in the best possible condition. Where not specified, all tracks to be laid under control of the city engineer.

SEC. 11. The failure on the part of the said The East Liverpool Railway company to complete and operate any of the extensions herein provided for, within the time herein specified shall work a forfeiture of the rights and privileges herein granted, and render this ordinance null and void.

SEC. 12. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed this 10th day of October, 1890.

GEORGE PEACH,

President of Council.

Attest: J. N. HANLEY,

City Clerk.

Published in the East Liverpool News Review, Nov. 13, 1890.

A Burglary Story.

They were telling "burglary stories" on the veranda in front of the grocery store in a down east town.

"The man's hand was thrust through the hole he had cut in the door," said the star talker, "when the woman seized the wrist and held on in spite of the struggles of the man outside. In the morning the burglar was found dead, having cut his own throat when he found escape impossible; but the brave woman had not known he was dead, or so had not released her grasp on his wrist all night long."

"Huh!" growled the skeptic in the corner. "Why didn't she feel of his pulse?"—Buffalo Commercial.

Crockery City Mills.

Flour and Feed, all grades. I will supply you with anything and everything in this line, wholesale and retail, at reasonable prices.

C. METSCH,

Foot of Broadway and Second, East Liverpool.

LOCAL BREVITIES.

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Young Woman of Chicago Claims \$100,000 of the Estate.

OMAHA, Nov. 13.—A long lost will has come to light and with it the prospect that the immense estate of the late Andrew J. Davis, the Montana millionaire, will again burden the reports of the Montana supreme court. There is a woman in the case and she is after her share of the Davis millions. Her name is Mary C. Wilson and her home is in Chicago.

Andrew J. Davis died on March 11, 1890. He left an estate valued at from \$5,000,000 to \$7,000,000. No will was to be found other than a document executed in 1864, and aspiring heirs immediately plunged into litigation that was drawn out into a half dozen years.

During the trials affidavits were filed to show that other and later wills than the one of 1864 had been made by the decedent, but none of them appeared. The document that has now turned up purports to have been executed in October, 1889, some five months prior to death. Mary C. Wilson is bequeathed \$100,000 and other bequests are made.

Miss Wilson is not yet 30 years old. Miss Wilson, it is stated, did not know of Davis' death until some time afterward, but no reason is assigned why her claim was not pressed until this time.

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HAZELTON, Pa., Nov. 13.—Gomer Jones, superintendent of the Lehigh

Here Are Some Bargains

For those who missed our Great Anniversary Sale of Bedding.

This week we are going to sell

75 PAIRS OF \$4 BLANKETS

for

\$3.38 Per Pair.

These are fine, all wool, large size, any color, elegant stock, just like those in our window.

HERE ARE 75 BARGAINS.

THE S. G. HARD CO. THE BIG STORE.

and Wilkesbarre Coal Company's workings at Audenried and Honeybrook, where the famous strike culminated in the Latimer shooting about two years ago, and with which mines there have since been numerous strikes, has been superseded by William Mack of Wilkesbarre. Several thousand men of whom Jones had charge paraded and gave expression of their delight over their old superintendent's deposition.

Memorial Services For Anarchists.

CHICAGO, Nov. 13.—Memorial services for the four anarchists executed for implication in the Haymarket riots in 1887, were held under the auspices of the Socialist labor party club.

Fourth Body Recovered.

NEW YORK, Nov. 13.—The body of E. G. Haviland of Brooklyn was found in North river. He was drowned on the ferryboat Chicago and his is the fourth body recovered.

Mrs. Eyler to Be Retained.

TRENTON, Nov. 13.—It was officially announced that Mrs. Myrtle B. Eyler will be retained in the position as principal of the State Industrial school for Girls.

Moody Spoke to Thousands.

KANSAS CITY, Nov. 13.—Dwight L. Moody, the evangelist, who began an eight-day revival service here, spoke to 30,000 people at Convention hall.

Dewey Acted as Godfather.

NEW YORK, Nov. 13.—Admiral Dewey was godfather at a christening on Sunday. Mrs. Dewey went driving with a friend.

WEATHER FORECAST.

Western Pennsylvania, Ohio and West Virginia — Fair today and tomorrow; warmer today; variable winds.

EVENTS IN BRIEFS.

The price of steel bars was advanced in Pittsburg \$5 a ton.

At Philadelphia Rev. Vincent Zaleski, pastor of the Independent Polish church, was found murdered in the study of his residence.

At Cincinnati Judge Taft of the United States circuit court of appeals signed a decree directing the sale of the Toledo, St. Louis and Kansas City railway, known as the Clover Leaf route, not later than Feb. 1, 1900.

Jennie Holmes, aged 8 years, was killed by a Pittsburg and Western passenger train at Warren, O.

Near White, W. Va., a man named Dey shot and killed Luther Allen in self defense and was exonerated by a jury of inquest.

At Akron, O., Henry Rapp, aged 30, committed suicide by tying a rope around his neck and to a bed post, and then drawing up his feet, strangling to death.

At Meyersdale, Pa., while crossing the Salisbury branch of the Baltimore and Ohio railroad in a wagon, Elias Fike, an aged farmer, was seriously injured.

The Big Four mills and elevator at Van Lue, Hancock county, O., were completely consumed by fire, which originated from a hot pulley. Loss \$15,000; partly insured.

The funeral of the late C. A. Carpenter, chief engineer of the Lake Shore road from Toledo to Buffalo, was held at Painesville, O., and 300 railroad employees were in attendance.

The Greensburg (Pa.) Glass company's plant, recently purchased by the National Glass company, will be started Nov. 20, and the men will be hired on a non-union basis.

EXPECTS WAR WITH RUSSIA

Japs Watching British Army Operations, as an Expected Ally of That Country.

PORT TOWNSEND, Wash., Nov. 13.—Advice received by the Oriental steamship Stierne indicated that the Japanese government was taking a great interest in the south African war. Upon the recommendation of the general staff of the Japanese army an officer was to be sent to the scene of hostilities for the purpose of gaining a practical knowledge of the strength and tactics of the Boer army.

This move, according to the Kobe Chronicle, was indispensable, for the reason that Japan may be forced to rely upon the assistance of the British army at a distant date. The Russian minister in Seoul had created considerable stir in the diplomatic circles of Japan by making a demand to have the spheres of influence of the respective powers in Korea defined and has made a proposition to this effect to the ministers of various powers through Germany's representative. Japan strongly opposed the movement, and it was claimed in official circles that Russia had evolved a plan to counteract Japan's influence in Korea.

Japs Want Warship In Hurry.

LONDON, Nov. 13.—Hurried orders were received by the builders of the Japanese battleship now in process of construction at Clyde to complete the vessel as speedily as possible. The new ship, which will be one of the largest afloat, is to be finished by Jan. 1, 1900. It is believed that these instructions are the result of increasing tension between Japan and Russia.

Bryan to Go Hunt a.

LINCOLN, Neb., Nov. 13.—W. J. Bryan and his son left for St. Louis, where they will be joined by Colonel M. C. Wetmore, and will go to the game preserve of the latter for a week's hunting trip. Mrs. Bryan will join her husband in Arkansas the latter part of the week, when they will go to Texas for an extended trip.

Probably Fatal Prizefight.

NEW YORK, Nov. 14.—At the Pelican A. C., in Brooklyn, Harry Apfel and Jack Fox were matched at 158 pounds for 20 rounds. Apfel was knocked out in the thirteenth round and several hours afterward lapsed into a state of coma, from which he has not yet recovered.

Robbed a Third Time.

BALTIMORE, Nov. 13.—For the third time within the past five years the Safe Deposit office at Cockersville, on the Northern Central railway, was blown open and robbed. The robbers secured \$30 in money and about \$250 worth of stamps.

To Be Entertained by Lord Mayor.

LONDON, Nov. 13.—The Morning Post understands that Emperor William during his coming visit to England will be entertained by the lord mayor at the Mansion house in the course of his stay in London.

Sentenced Murderer Found Dead.

MILWAUKEE, Nov. 13.—Ransom Wiltse, the soldiers' home veteran who murdered Mrs. Maria Edgar and was sentenced to life imprisonment on Saturday last, was found dead in his cell at the county jail.

Tennessee Soldiers Landed.

SAN FRANCISCO, Nov. 13.—The Tennessee volunteers landed and went into camp at the presidio preparatory to being mustered out.

Carriages.

Cushion Tired.

For weddings, parties, or all calling parties, day or night.

J. D. WEST,

176 Sixth Avenue. Phone 38. Residence 136--Ring 6.

Undertaking in all its departments. Prompt service of carriages for funerals.

M'INTOSH,

THE DRUG MAN,

Ninth and Main, Wellsville.

When in the city call and quench your thirst with a glass of delicious ice cream soda. None but the choicest and purest flavors used.

A FEW LEADERS

4 Room Dwelling, Price, \$850.00.
5 Room Dwelling on Fifth St., Price \$2,300.00
8 Room Dwelling on 4th St., Price \$3,000.00.

We have other choice properties in all parts of the city. We also have a few fine lots in Chester, W. Va., that are bargains.

Geo. H. Owen & Co.,

Phone 49, 5 1st Nat. Bank Bldg.

BRIGGS

PIANOS

SMITH & PHILLIPS
EAST LIVERPOOL — OHIO
WITH W. L. THOMPSON & CO.

S. J. MARTIN, RESTAURANT,

175 BROADWAY.

CHOICE MEALS. Only 25c.

Tuesday, Nov. 14.

\$4.50 and \$5 top coats for boys, ages 3 to 14, \$3.65.
40c Scotch grey underwear for men, all sizes, 25c.

At ERLANGER'S.

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Crockery City Mills.

Flour and Feed, all grades. I will supply you with anything and everything in this line, wholesale and retail, at reasonable prices.

C. METSCH,
Foot of Broadway and Second, East Liverpool.

THE COUNT IN KENTUCKY.

Indicated Result Would Be Close—Legislature and Courts Likely to Decide.

LOUISVILLE, Nov. 13.—The second week of uncertainty regarding the result of the balloting for governor of Kentucky began with little prospect of an immediate definite result. The official count had been in progress two days, and official returns from a large majority of the 110 counties narrowed the contest down to a nose finish. Each side claims the election of its ticket, but the estimated plurality of either does not exceed 3,000. While the returns so far received favor Taylor, the result of the count may hinge on the decision given by the county election commissioners in several places where contest have been begun on the ground of alleged irregularities.

One of these contests, that in Nelson county, has been decided adversely to the Republicans. It involves 1,198 votes—nearly as many as either side claims as its plurality.

The Democrats will contest the votes of some of the mountain counties which return large Republican pluralities. The most important county involved is Knox, which gave Taylor 1,398 plurality. There are also contests in three precincts in Louisville which went Republican.

In any event it is difficult to see how a bitter contest before the legislature and courts can be avoided.

The Goebel people cling to their claim of a plurality of 5,000 in the state, these figures being the estimate made by the nominee himself.

At Republican headquarters in this city, Taylor's plurality is placed at 3,000. In neither case is it possible to get the figures upon which the claim is based, each side evidently fearing that giving publicity to the reports of its agents throughout the state might work to the advantage of its opponent in the event of a contest.

DAVIS WILL COME TO LIGHT.

Young Woman of Chicago Claims \$100,000 of the Estate.

OMAHA, Nov. 13.—A long lost will has come to light and with it the prospect that the immense estate of the late Andrew J. Davis, the Montana millionaire, will again burden the reports of the Montana supreme court. There is a woman in the case and she is after her share of the Davis millions. Her name is Mary C. Wilson and her home is in Chicago.

Andrew J. Davis died on March 11, 1890. He left an estate valued at from \$5,000,000 to \$7,000,000. No will was to be found other than a document executed in 1864, and aspiring heirs immediately plunged into litigation that was drawn out into a half dozen years.

During the trials affidavits were filed to show that other and later wills than the one of 1864 had been made by the decedent, but none of them appeared. The document that has now turned up purports to have been executed in October, 1889, some five months prior to death. Mary C. Wilson is bequeathed \$100,000 and other bequests are made.

Miss Wilson is not yet 30 years old. Miss Wilson, it is stated, did not know of Davis' death until some time afterward, but no reason is assigned why her claim was not pressed until this time.

M. E. MISSIONARY COMMITTEE.

Meets in Washington This Week—Rust Home to Be Started.

WASHINGTON, Nov. 13.—The annual meeting of the general missionary committee of the Methodist Episcopal church will begin here Wednesday. Most of the bishops and about 50 well-known workers in the missionary cause are expected to be present. The main object of the conference is to apportion \$1,250,000 contributed by the congregations throughout the country.

One of the features of the meeting will be the exercises incidental to the breaking of ground for the new Rust home on North Capital street Thursday afternoon. The social features will include a reception to the bishops and delegates by President McKinley at the White House Thursday evening.

No Government Relief.

WASHINGTON, Nov. 13.—Treasury officials expect that within a short time the money drawn from the financial institutions of the east for the movement of crops and other purposes in the west will begin to find its way to New York and that the apparent stringency in money will be accordingly relaxed. Meantime the authorities here declare that no exigency exists for any relief measures on the part of the government, and pending an exigency no action in that direction is contemplated.

Glad Jones Was Discharged.

HAZELTON, Pa., Nov. 13.—Gomer Jones, superintendent of the Lehigh

Here Are Some Bargains

For those who missed our Great Anniversary Sale of Bedding.

This week we are going to sell

75 PAIRS OF \$4 BLANKETS

for

\$3.38 Per Pair.

These are fine, all wool, large size, any color, elegant stock, just like those in our window.

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THE EVENING NEWS REVIEW.

15TH YEAR. NO 133.

EAST LIVERPOOL, O., MONDAY, NOV. 13, 1899.

TWO CENTS

BOERS TOOK CATTLE

Principal Place of Operations About Kimberley.

THERE WAS HOT SKIRMISHING.

British, While Reconnoitering, Developed a Strong Boer Position, Not Far From Belmont—British Officer Killed. A Troopship Reached Durbin.

LONDON, Nov. 13.—The war office issued the following dispatch from General Sir Redvers Buller, dated Cape Town, Nov. 11, 10:40 p. m.

"Colonel Kekewich (British commander at Kimberley) reports that the enemy were very active on Nov. 4, principally with the object of driving off cattle. The Orange Free State troops retired rapidly before Colonel Turner without firing. At 12:30 p. m. the Transvaal troops advanced on Kenilworth. Major Peakman, with a squadron of the Kimberley light horse, was hiding in the bush and gave the enemy a warm reception. The Boers retired firing. Colonel Turner reinforced Maj. Peakman and at 12:40 p. m. the enemy opened fire with one piece of artillery at nearly 4,000 yards range.

"Two guns of the Diamond field artillery were then sent in support of Colonel Turner, but the enemy's guns had ceased firing after the fifth round. Consequently our guns did not come into action. The enemy's artillery fire was not damaging and the shooting was bad.

"Our casualties in the Kenilworth engagement were limited to Major Ayleff of the Cape police, who was wounded in the neck. He is expected to recover. Later in the day our pickets saw the



PRINCE CHRISTIAN VICTOR.
[Queen Victoria's grandson.]

He has gone to the front to fight the Boers.

Boers carried off six dead from one spot, probably killed by our Maxim. The total Boer loss was probably heavy, but had not been estimated by Colonel Kekewich.

"About 5:30 p. m. Colonel Turner was again in contact with a new body of the enemy on the Schnest Drift road. From the conning tower a large number could be plainly seen about two miles to the north of the Kimberley reservoir, and others held a walled enclosure on their right flank. Colonel Turner opposed with a Maxim and two guns of the Diamond field artillery sent in support. He came into action at 6:45 p. m. and continued firing until dusk.

"Our further casualties there were Private Lubbe of the Cape Police, who was shot through the head and who died on arriving at the hospital, and Sergeant Watermarg of the Kimberley division of the Cape police, who was wounded but is doing well.

"Colonel Kekewich is unable to state the enemy's loss, but believes these must have been severe, judging from the precipitate retreat of the Boers.

"At 6:10 p. m. the enemy opened fire with one piece of artillery from Kampers dam on Otter Kopje, the latter being held by the Cape police. The enemy inflicted no damage.

The following dispatch from Baden-Powell, British commander at Mafeking, dated Oct. 25 and forwarded by General Buller, was posted by the war office:

"All is well here. After two days' shelling and a heavy bombardment a

body of the enemy made a general attack on three sides of the town, which was repulsed by our Maxim fire. The enemy is now drawing off. Our casualties were slight.

"Lieutenant Llewellyn, with several armored trains, drove off the enemy at Crocodile pool on Wednesday, killing eight."

LONDON, Nov. 13.—The war office announced that the troopship Roslin Castle has arrived at Durban and the troopship Gascon at Cape Town.

The war office issued the following official dispatch from Cape Town, dated Sunday, Nov. 12, noon:

"Colonel Gough, at Orange river, reports that during the reconnaissance of 15 miles to a point nine miles west of Belmont on Nov. 10, the officers of the patrol first came upon a Boer position taken upon a great semi-circular ridge, standing out into the plateau. They endeavored to make the Boers develop their strength by demonstrating with two squadrons of the Ninth Lancers and a field battery on the left wing, with one and one-half companies of mounted infantry on the right wing, and with artillery in the middle of the plateau out of the infantry fire.

"The enemy began by firing at our cavalry from a gun at the north end. As the cavalry, in open order, began to circle around them, the hills seemed full of sharpshooters. The mounted infantry endeavored to outflank the enemy's left, in order to discover the laager, coming under a heavy and unexpected fire from a few skirmishes.

(Here follows a list of casualties.) "Our guns fired several apparently effective shots, but the enemy did not respond, having withdrawn with the wounded. The enemy did not fire on an ambulance. Colonel Gough withdrew his force after a demonstration lasting three hours and returned to camp the same afternoon near Orange river.

"The guns and a few horses were brought in by rail. The wounded were sent to Orange river by rail immediately after the action. The enemy's strength appeared considerable, apparently 700, with one gun, under David Dibe and P. Van Der Merwe."

One officer was killed.

HOBART MORE IMPROVED.

His Stomach Digested Food, Which He Ate With a Relish—Mrs. Hobart Encouraged.

PATERSON, N. J., Nov. 13.—The improvement in Vice President Hobart's condition that had been observed for several days continued. He ate solid food with relish and it promptly assimilated. With his meals he took milk and between meals was given milk punches.

This is a marked change from his condition ten days ago. At that time he was rapidly sinking and his stomach had refused food of all kinds. For several days he lived on grapes and the juice of grape fruit, but it soon appeared that his stomach was so congested that he could not even take these.

Mr. Hobart spent most of his time in a reclining position and he sleeps without the aid of opiates. The most painful and alarming feature of his illness has been his attacks of nervousness as night approached. These attacks have decreased.

Mrs. Hobart, who had spent nearly every minute of her time during the past two weeks at the bedside of her husband, feels very much encouraged and secures more rest than formerly.

Damaging to Molueneux.

NEW YORK, Nov. 13.—The World published an affidavit by Joseph Koch, manager of a Broadway private letter agency, positively identifying Roland B. Molueneux as the man who engaged a letter box on Dec. 21, 1898, under the name of H. Cornish. Koch further swears that a sample box of Kutnow powder, as well as other pieces of mail arrived, addressed to H. Cornish.

To Remove Indians to Mexico.

FORT WORTH, Tex., Nov. 13.—W. J. Lyons, immigration agent for Mexico; J. A. Dick, secretary of the Ketowah society of the Cherokee Indians and ex-chief clerk of the Cherokee council, and Judge J. T. Drew of Fort Gibson, I. T., are here on business pertaining to the removal of the Indians from the Indian territory.

Fifty Privates Poisoned.

SAN FRANCISCO, Nov. 13.—Fifty privates of Company K of the Forty-second volunteer infantry were the victims of ptomaine poisoning, and 18 of them are in the general hospital at the presidio slowly recovering.

AGUINALDO HAD FLED

The Army and Cabinet Not at Tarlac.

COL. BELL ENTERED THE PLACE.

General MacArthur Took Bamban, a Supposed Stronghold—Rebels Fought According to Their Old Tactics—One American Officer Killed.

MANILA, Nov. 13.—(8:25 p. m.)—Colonel Bell's regiment and a small force of cavalry entered Tarlac last night without opposition.

Where Aguinaldo with his army and the so-called government have fled is a mystery.

MANILA, Nov. 13.—General MacArthur and General Lawton are closing in on Tarlac. Communication with distant points is impossible, except by means of the government wire, which is crowded with official business.

General MacArthur took Bamban. This is supposed to be the strongest position held by the Filipinos except Tarlac. The brief accounts of the engagement received indicate that the rebels fought according to their recent tactics, retreating after firing a few volleys. One officer of the Thirty-sixth regiment is the only American reported killed.

General MacArthur began his advance about daylight. Colonel Smith, with the Seventeenth regiment on the right, Major Bell's command and the Thirty-sixth on the left and the Ninth in the center. Colonel Smith encountered a small force at 6 o'clock, easily dispersing the rebels. Major Bell secured a position on the mountain, from which he poured an enfilading fire from rifles and Hotchkiss guns upon the first line of the enemy's trenches. The Filipinos stood the fire for 20 minutes and then retreated to the mountains. General MacArthur entered Bamban at 10 o'clock and Colonel Smith occupied Capas, the first town beyond.

General Lawton's headquarters are still at Cabanatuan.

General Young, with his cavalry and infantry, is still pushing ahead through the fearful mud, but his exact whereabouts is not known.

General Young, with his cavalry, took San Jose on Wednesday. A small insurgent force stationed there retreated. The troops were ferried across the river to Cabanatuan on a raft. During the passage an accident occurred by which a private of the Twenty-second regiment was drowned.

HAS HIGH OPINION OF OTIS.

Tennessee Colonel Interviewed—Strange Death of a Private.

SAN FRANCISCO, Nov. 13.—Colonel Childers of the Tennessee regiment, who arrived from the Philippines, said in part:

"I have a very high regard for General Otis and his ability as a soldier and a statesman. Of course he could have slashed in and laid the islands waste with fire and sword, but to do this without an effort first to show the natives that the United States wished to give them a fair, just and liberal government would have forever prevented amicable relations, and it would have become a question of extermination and recolonization.

"In my opinion a force of 75,000 to 100,000 men is needed to promptly and successfully settle this matter. This force has to be retained until those who are friendly and take the oath of allegiance to the United States are strong enough to protect themselves.

"I think local affairs should, as far as possible, be left in the hands of the natives."

Corporal L. B. Price of the Tennessees was subject to fits and somnambulism and was in the habit of sleeping with a red cloth around his head to protect it from insects.

One night, while asleep, shortly before the regiment left the islands, he wandered by the line and, as he was returning he was mistaken for a Filipino by a member of the Sixth infantry, who shot him.

Grace M. Church Rededicated.

HARRISBURG, Nov. 13.—Grace Methodist church, in which the legislature of 1897 held its sessions after the burning of the capitol, was rededicated Sunday with impressive services. The sermon

at the morning services was preached by Bishop John F. Hurst of Washington. Governor and Mrs. Stone gave a dinner party at the executive mansion last evening in the bishop's honor. Ex-Governor and Mrs. Pattison of Philadelphia were among the guests.

ABOUT 650 PERSONS KILLED IN BATTLE

A Terrible Engagement In Venezuela. Porto Cabello Finally Surrendered to Castro's Force.

PORTO CABELLO, Venezuela, Nov. 13.—General Paredes, a former commander in the army of ex-President Andrade, who had refused the demand made upon him by General Cipriano



GENERAL CIPRIANO CASTRO.

Castro and the de facto authorities to surrender the town, even when this was re-enforced by the request of the British, American, French, German and Dutch commanders, surrendered after a terrible battle.

The aspect of the city is one of ruin and devastation and it is estimated that upwards of 650 persons were killed or wounded during the fighting.

Dr. Braisted of the United States cruiser Detroit and the other surgeons of the various warships in the harbor were ministering to the wants of the wounded.

General Ramon Guerra began a land attack upon the town and the position of General Paredes on Friday night. Desultory fighting continued until Saturday morning about 4, and then a fierce struggle ensued. General Paredes made a stubborn defence, but General Guerra forced an entrance into the town about 5 o'clock Saturday.

As early as 8 o'clock Saturday morning the fleet arrived and began a bombardment, but the range was too great and the firing proved ineffective.

General Paredes held the fort on the hill and Fort Libertador until Sunday morning.

A Fire In Cleveland.

CLEVELAND, Nov. 13.—Fire occurred in the Bradley block on Bank street, destroying the upper two of the seven stories. The damage done amounts to \$100,000, chiefly by water. The loss falls upon the Bradley estate and the occupants of the building, the Sunshine Cloak and Suit company, occupying five floors; a branch of Root & McBride Brothers', wholesale drygoods; S. Korach & Co., clothing; Kohn Brothers & Keller, clothing, and a branch of the Beeman Chemical company, chewing gum.

Grandson of Jeff Davis Killed.

HALIFAX, N. S., Nov. 13.—Lieutenant C. C. Wood of the North Lancashire regiment, reported fatally wounded at Kimberley and whose death was subsequently announced, was a grandson of Jefferson Davis, president of the southern Confederacy, and a great grandson of President Zachary Taylor. His father is Captain J. Taylor Wood, who has resided in Halifax since the close of the war between the north and south. Captain Wood figured with great distinction as naval lieutenant and commander in that war.

To Investigate Transportation.

WASHINGTON, Nov. 13.—A portion of the industrial commission will go to Chicago this week to conduct an investigation into the question of transportation. A number of witnesses have agreed to appear. The sittings will be held at the Auditorium hotel, beginning Nov. 15 and continuing until Nov. 27.

MAD PEOPLE FEARED

Burglar Major Taken to the Meadville, Pa., Jail.

ANOTHER ESCAPED FROM SWAMP.

Officers Still After Third of the Murderous Trio That Committed Robbery and Shot Officers, at Titusville, Pa. One Burglar Killed.

TITUSVILLE, Pa., Nov. 13.—As a precautionary measure against possible mob violence, in the event of the death of one or both of the policemen wounded in the fight here with burglars, Frank Major, the robber who was captured at Grand Valley, was removed to the county jail at Meadville.

It is believed he is the man who shot Patrolman Sheeney, and that the dead robber is the one who shot Chief of Police McGrath before the chief fired the shot which put an end to his existence. Both policemen are still living, with but little change in their condition. It will take time to tell what the result will be with them.

A portion of the posse which left this city in a special train for Grand Valley to search the country in that neighborhood for the one missing member of the party of robbers, returned here. The robber has not yet been captured, but men are still on his track and expect to take him soon. He escaped from the swamp in which he was located and was seen going through Grand Valley before the posse arrived.

He had on one rubber, and in that manner was later on tracked over the hill in the direction of the homes of the desperate gang, who had borne an unenviable reputation for some time. Members of the party who returned brought with them descriptions of several members of the gang of desperadoes and outlaws, whose headquarters are at a place known as Yankee Bush, located between Hemlock and Torpedo, in Warren county.

An accident occurred in connection with the search. One of the searching party, James Mabin of Grand Valley, in getting over a log fell and his gun was discharged, the shot tearing through his lungs. He cannot recover.

In a fight with three men who had robbed a railway station and a house of illfame, at Titusville, Pa., Chief of Police Daniel McGrath and Policeman William Sneehey were very badly wounded and James Blake of Youngstown, O., one of the robbers, was killed. Another robber was arrested and narrowly escaped lynching and another was chased into a swamp.

A NATIONAL NAVAL RESERVE.

Assistant Secretary Allen Strongly Endorsed Scheme In His Report.

WASHINGTON, Nov. 13.—The leading feature of the annual report of Assistant Secretary Allen to Secretary Long relative to the naval militia is his strong endorsement of the plan for the organization of a national navy reserve. He pointed out that the experience of the past year had suggested certain changes in the original plan for this organization as contained in the bill submitted to the last session of congress, and that it be pushed with certain amendments prepared by Lieutenant Commander W. H. H. Southerland.

In substance that officer said that as the personnel act had made the term of service of enlisted men in the navy four years, the same period should be fixed for the enrollment in the naval reserve. Some provision should be made by which the naval reserve officer should be promoted in war time with the regular officer with whom he holds the same date of commission. It is also recommended that steps be taken for the organization of a permanent coast signal system from the retired list of the navy and the employees of the lighthouse and lifesaving service.

Alleged Repeaters Bailed.

PHILADELPHIA, Nov. 13.—Magistrate Keenan accepted bail for William Cook, John F. Sheehan and Harry McCabe, alleged election repeaters, their bond being given by Common Councilmen Edward P. Mackin of the Seventh ward. Mackin gave real estate security. As soon as bail was entered Magistrate Keenan made out discharges and the prisoners were released from Moyamensing prison.

THE EAST END.

MAKING NO PROGRESS

Charles Goodballet Tells a Few Things About Otis.

OTHER OFFICERS TALKED ABOUT

A Boy Given a Thrashing for Attempting to Take a Basket—Talk of Martin Elliott Being put up for the Board of Health Next Spring.—News of East End.

Conrad Goodballet, Helana, has received an interesting letter from his brother, Charles Goodballet, in the Philippines, now a member of Company K, Seventeenth United States Infantry. Aside from speaking of the many engagements he has been in he severely criticises General Otis and a number of other officers. In referring to the campaign of General Otis the writer says: "The war is likely to continue for many months under the present plan and operations. We are making no progress, although many battles have been fought with the natives."

FOR FREIGHT AND PASSENGER STATION.

Railroad Company Purchased Land in the Puritan Tract.

East End will have a passenger and freight station by next spring, and work on the buildings will commence early in the new year. This is a settled fact. Last week the company purchased a tract of land in the Puritan addition and the consideration was such that the buildings must be erected by spring. The land has a frontage of 360 feet on St. George street and the railroad, and 100 feet on Central avenue. The ground is opposite the new National pottery. The sale of this land is one of the most important deals made in East End for many months.

Following in the wake of the above deal negotiations are now pending for the erection of a large business block near the new station. The plans for this building are now being made, and work will start in January.

A BAD YOUTH.

Rolled a Pipe Over the Hill and Attempted to Take a Basket of Goods.

Saturday a young boy living in Dixonville thought he would have some fun and rolled an iron pipe over the hill on the road to Boydville, which almost struck two horses standing at the bottom. The driver ran after the youth but did not catch him. The man entered a nearby store and when he came out, discovered the boy attempting to take a basket from the wagon. He caught the youngster and gave him a severe thrashing for his actions. The boys of East End are in for all the fun going, but it will not be long until some of them are taken to city hall if they continue to annoy the people.

Special Services.

A week of special services will commence this evening in the Second U. P. church, under the direction of the pastor, Rev. J. R. Greene, assisted by Rev. Charles Fulton, of Cornapolis.

Changed His Position.

George Brandt, who has been employed at the French China company, has given his two weeks' notice. He

has taken a bench at the Homer Laughlin No. 2.

SHOT HIS MOTHER.

Young Smith Cleaned a Revolver, but Didn't Know it Was Loaded.

Saturday evening a 16 year-old son of Motorman Thomas Smith, of Dixonville, while cleaning a revolver accidentally shot his mother in the left shoulder, causing a bad wound. He did not know the gun was loaded.

A New House.

Harry Means has commenced the erection of a six room frame dwelling in the orchard. It is to be finished by January.

He Is a Good Hunter.

Doctor Davis went hunting last Saturday, and after shooting 36 shells found that he had killed but one rabbit.

PRICE OF PACKAGES PUZZLING POTTERS.

Advance in the Cost of Barrels and Material Becoming a Serious Factor.

Commenting upon the advance in the price of ware, the New York Crockery Journal says:

"The potters have been considering seriously the necessity of meeting the increased cost in all materials. Lumber for which they formerly paid \$10 to \$12 per thousand now costs them \$17 to \$18. Coopers' stock for barrels—headings, staves, etc.—have advanced very much more, over 100 per cent in most cases. It is absurd to pay such an increased cost for packages in which to ship their products and furnish them to their patrons at the same old price, especially when the present price of pottery is considered. The four grades of barrels—30c, 35c, 40c and 50c—will probably be raised not less than 50 per cent to enable the potter to get somewhere near even on his packages. While the manufacturer does not expect to get any profit on his packages, there is no valid reason why he should furnish them to his customers at an absolute loss. This package matter is only the beginning of the reorganization of prices. The majority have contracts on materials ending with the year. Next January they will have to pay the advance on all raw materials, ranging from 10 to 25 per cent, or more. Clays, flint, spar, colors, boracic acid, lead, plaster, etc., have all advanced materially during the year. The balance sheets of 1899 will probably be interesting reading to a large share of the pottery owners next January."

IT WAS A TIE.

The Candidates For Land Appraiser in St. Clair Township Had the Same Votes.

At the recent election in St. Clair township George A. McCoy, Republican, and Ora Smith, Democrat, candidates for land appraiser, each received the same number of votes. The candidates decided to toss up for the place, and the first time it also resulted in a tie. Another toss was made and Smith won the place.

We have the most beautiful line of boys' and children's clothing in the city.

* THE SURPRISE CLOTHING HOUSE.

GOOD SUGGESTION.

Talk of Placing Martin Elliott on the Board of Health.

The new Fifth ward will be entitled to a seat on the board of health next spring, and already friends are urging Martin W. Elliott to enter the race. Elliott is a Democrat, but it is the opinion that if elected he would be the means of some needed improvements being done in the East End.

CANNOT LIVE WITH HER

Harry Mushenheim Leaves His Wife in Pittsburgh.

LOOKS FOR HIM AT THE MORGUE

Thinking He Has Been Killed While He Returns to This City and Goes on to Wheeling—Says Her Temper Was Too Much For Him—Married February.

A Pittsburg paper yesterday published the following which will be of interest to people of this place:

"Harry W. Mushenheim, a thrifty young German, of No. 5 Sycamore street, Mount Washington, disappeared from home Saturday, November 4. Not a clew of his whereabouts can be traced.

"Mrs. Mushenheim reported the disappearance of her husband to the police officials and to the officials at the morgue. She said they were married in East Liverpool, O., last February, and came to Pittsburg a few weeks ago.

"Last Saturday afternoon he came home and handed his wages to his wife, also a receipt for October's rent. In the evening he went to the butcher shop and that was the last his wife saw of him. The wife says all his clothing is at the house, and that he had but 65 cents in his pockets when he disappeared. He had access to the money, and if it had been in his mind to go away he would have first made financial preparations. "The missing man is 25 years old. He weighed about 150 pounds and was five feet 10 inches tall. He wore a light brown overcoat and dark clothes. He was a person of temperate habits. Drink, Mrs. Mushenheim does not believe, would cause him to leave her.

"Although there have been several unknown persons brought to the morgue recently the descriptions do not agree with that of the absent husband."

William Mushenheim, father of the missing man, was seen at his home on Mulberry street last evening, and in speaking of his son's actions said: "Harry came home last Sunday evening on '41'. My wife let him in and I did not know it until in the morning. He remarked that he could not live with his wife on account of her temper, but I told him he must return home as I would have nothing to do with him. He left on Monday morning for Wheeling where I think he is at present. When they lived in East End they resided on Railroad avenue and frequently quarrelled. No, they were not married here, but in Pittsburg. Her maiden name was Minnie Inglespie. Her parents are wealthy and reside on Liberty avenue, Pittsburg."

Harry Mushenheim was a cigar maker by trade, but since his removal to Pittsburg was employed in an iron foundry. Mrs. Mushenheim says the brother of her husband, William Mushenheim, disappeared from his home in Lawrenceville five years ago, and that the family has never since heard from him.

Elroy Stock Company.

The Elroy Stock company, presenting an entire change of play at each performance, will be seen at the Grand Opera House commencing tonight. The company has always had large attendances on its former visits, and will doubtless repeat the experience this week. This season the management has introduced a wealth of new scenery, gorgeous costumes, fine stage accessories and intricate mechanical effects. The opening bill will be "The Secret Enemy."

Will Attend the Reception.

Rev. G. G. Conway and wife, of Uniontown, Pa., arrived today to attend the reception to the pastor in the M. P. church tomorrow evening.

A fine line of men's and youths' dress pants can always be had at

* THE SURPRISE CLOTHING HOUSE.

YOUR HOME IS YOUR MANSION.

The above being true, you want your home as attractive and comfortable as your means will justify.

Judicious Purchasing of Your

House - Furnishings

can combine beauty and comfort at but a moderate expenditure.

Everything in Furniture for every room in the house,

Carpets, Oil Cloths

Linoleums,

Lace Curtains, Etc.,

- - at the Lowest Prices, at - -

Frank Crook's,

Fifth and Market Streets.

GO AND SEE

FRANK M. FOUTTS
In New Quarters.

EVERYTHING in the Grocery and Provision Line. Nicest and freshest goods in the city. Prices will please you.

RYAN BLOCK,
Broadway & East Market.

EVERY WOMAN
Sometimes needs a reliable monthly regulating medicine.
DR. PEARL'S PENNYROYAL PILLS,
Are prompt, safe and certain in result. The genuine (Dr. Pearl's) never disappoint. Sent anywhere \$1.00.
For sale by C. G. Anderson, Druggist

JACK ROWE'S
BOSS UNION BREAD.
Watch for the label on each and every loaf. No better bread made.
160 Washington St. Phone 161-3.

LEADING WATCH AND OPTICAL HOUSE.
Note Address. **Roberts,** 167 Fifth Street.
Best work on watches, clocks and jewelry. Your eyes will be rested and comforted by using glasses fitted by Dr. J. T. Roberts, Ref. D.
Note address—Roberts, 167 Fifth St.

Tuesday, Nov. 14.
20c all wool hose for men, in blue and grey, 11c.
\$2 and \$2.50 fancy vests, single and double breasted, the latest out, \$1.25
At ERLANGER'S

"There's nothing half so sweet in life as love's young dream."

It was meant to be so when woman was ordained man's helpmeet. But it was never meant that love's dream should have so sad an awakening. It is due chiefly to ignorance that young women are so rudely awakened from the dream of love. They enter on the married state without physical or mental preparation. They are entirely unaware of the great physiological change suggested by the one word "marriage."

Every young woman should be prepared for that change. There should be no neglect of irregularities. The perfect health of the peculiarly womanly organs should be the daily care. Thousands of women who entered in marriage unprepared, and passed from irregularities to debilitating drains, inflammation, ulceration and female weakness, have been altogether and absolutely cured by the use of Dr. Pierce's Favorite Prescription. This great medicine is not a cure-all, but a specific for the chronic diseases peculiar to women. It does one thing perfectly; it makes weak women strong and sick women well.

"For two years I had been a sufferer from chronic diseases and female weakness," writes Mrs. Allen A. Bobson, of 1123 Rodman Street, Philadelphia, Pa. "I had two doctors, who only relieved me for a time. My niece advised me to take Dr. Pierce's Favorite Prescription. I did, and have been highly benefited. I am now a strong woman, and can recommend Dr. Pierce's medicines to all similarly afflicted."

A. C. WOLFE,
Teacher of piano, violin, mandolin, and all brass and string instruments. Music furnished for parties, balls etc. 3 or 7 pieces.
Address until October 1st.

A. C. WOLFE,
Wellsville, Ohio, or
John Trautman,
Box 240 East Liverpool, Ohio

ALL the news in the News Review

SOUTH SIDE.

THE WORKMEN OBJECT

Extension Laborers Dissatisfied With Their Pay Day.

SAY MONEY IS BEING HELD BACK

Railroad Company Purchased Some Land in the Gardner Tract--Ralls Laid on the New Third Street Bridge--Church Services Largely Attended.

The men employed on the extension of the Cumberland branch are not pleased with the manner in which they are paid, and after they receive their October pay next Saturday a number of men will quit work. The men claim their employers do not pay as they should and have held their October pay back 20 days. They say the money due them for last month's work should have been paid them early in the month. As they send most of their wages home they have to draw orders from the time-keeper and superintendent. It is almost impossible to get these orders cashed for their face value, and some storekeepers charge from 10 to 25 per cent for cashing them. The last pay the men received was early in October and that was for work done in September.

GOVERNMENT PERMIT.

Chester Mill Company Granted One For Their Pump House.

During the week the suction pipes from the pumphouse to the channel of the river will be laid. The pipe has been delivered, and it is one of the hardest pieces of work to be done in connection with the mill. The company, before they could do this work, were compelled to apply for a permit from the war department. The plans and permission arrived some time ago and everything is now in readiness to complete the work.

PURCHASED LAND.

Railroad Company Acquires More Property In Chester.

The Pennsylvania Railroad company last week purchased a tract of land in the Gardner plat, but none of the officials will say what the company intend to do with their purchase. Some say the freight and passenger station will be built on the land, but this is not likely.

WILL SAVE MONEY.

A Stone Quarry Will Be Opened Near the New Pottery Site.

The stone to be used in the construction of the foundation for the new pottery will be taken from the hill adjoining the syndicate tract. The ground where the quarry will be opened is now being cleaned. The company will save considerable money by having the stone quarried so near the plant.

Church Services.

There was a large attendance at all the churches in Chester yesterday, and it is remarkable the number of people who came in from the country to attend the various services. The services at the M. E. mission were very interesting.

Still Growing.

Another barber shop has been started in Chester near the county road bridge. The village continues to grow.

A Hay Ride.

A number of young people are arrang-

ing to give a hay ride to Hookstown Thursday night. They will attend an old people's party which will be given in one of the churches of that place.

The Rails Are Laid.

Saturday workmen finished laying the rails on the Third street bridge over which the street cars will pass. It is likely that the work of changing the route of the car line will be started this week.

Repaired the Shovel.

Workmen yesterday repaired the upper steam shovel. It will make the cut through the county road this week.

Personals.

Mr. and Mrs. Fred Riley, of Dixonville, spent yesterday in Chester.

A New Position.

Aaron Mercer has taken a position with the Jutte Coal company.

Sign Cards.

The following cards can be had at the News Review at 5c each:

For sale.

For rent.

Furnished room for rent.

Furnished rooms for rent.

Do not spit on the floor.

Do not spit on the carpet.

Sewing.

Dressmaking.

Boarding.

Terms strictly cash.

Pay today; we trust tomorrow, &c.

They are neatly printed on tough cardboard, and are readable at quite a distance.

Option Blanks, three for 5c.

New Sunday Trains.

Under new schedule taking effect on Pennsylvania lines, C. & P. division, Sunday, July 23, a new train will be run regularly on Sundays between Pittsburg, East Liverpool, Steubenville and Bellaire. The train will leave Pittsburg union station 7:10 a. m., central time, arrive East Liverpool 9:02 a. m., Steubenville 10:06 a. m., Bellaire 11:15 a. m., central time; returning leave Bellaire 1 p. m., East Liverpool 3:07 p. m.

Reduced Rates.

For the accommodation of persons wishing to make Thanksgiving Day trips, excursion tickets will be sold at any ticket station of the Pennsylvania lines to stations on those lines within a radius of 150 miles of selling point. Tickets will be on sale November 29 and 30, good returning until December 1, inclusive. For rates, time of trains, &c., apply to nearest ticket agent of the Pennsylvania lines.

Watson & Sloan. Stoves and Hardware.

ATLANTIC TEA CO.

New Evaporated Peaches,
New Evaporated Apricots,
New Cranberries.

All fine selected stock. Give us a trial, and we are confident we will supply you with your fruit.

Price List.

Fancy Evaporated peaches, per lb.	10c
Extra fancy Evap. peaches, per lb.	12½c
Fancy Evap. apricots, per lb.	12½c
New cranberries, per quart.	8c
Light brown sugar, 23 lbs for.	\$1.00
Standard "A" sugar, 20 lbs. for.	\$1.00
Standard package coffee, per lb.	10c
Fresh ginger snaps, per lb.	5c
Fresh oyster crackers, per lb.	5c
Fresh butter crackers, per lb.	5c
Fresh lunch cakes, per lb.	7c
Fresh lemon cakes, per lb.	7c

We lead; let those who can, follow.

ATLANTIC TEA CO.

THE PARK

Will be Discussed at the Meeting of Council Tomorrow Evening.

Council, at the meeting tomorrow evening, will take some action on the offer of Prof. W. L. Thompson to donate a park to the city. In regard to the offer of Samuel Dixon to donate a boulevard through his property it is not known what action will be taken, although Mr. Dixon says he is willing to do his part toward putting the boulevard in good condition. Another thing council is to do is to accept the offer of Carnegie to build a library here.

A Very Useless Insect.

A writer in the Philadelphia Times who has been looking up the record of the mosquito in natural history has come to the conclusion that it is a very useless insect. Here is the result of his investigation:

"Just why the mosquito bites people is not yet known. It is not to furnish it food, for it is an established fact that a mosquito, after gorging himself with human blood, dies within a few hours, whereas mosquitoes that have never tasted blood have been known to live very comfortably, even through the entire winter and into the next season. The adult mosquito does not need food. During its larvæ stage it has stored up enough nourishment to last all its life, and it is a normal state for it to go without food for the rest of its existence. All that it needs is moist air, adult mosquitoes being known to pass the winter in damp cellars, living on nothing but the moisture.

"The fact that it is estimated that only one out of 10,000 ever tastes human blood also proves that it is not necessary. Why it persists in torturing mankind, therefore, has not yet been found out, and scientists can only swear softly with the rest of mankind and make the general statement that the mosquito is born with a vitiated appetite for human gore, an appetite that causes the death of the indulger."

Home of the Edam Cheese.

While the Edam cheese is a familiar visitor on the table not every one knows whence it comes nor how its cannon ball proportions and gay coloring have been achieved. The northern part of Holland is the seat of the Edam cheese industry, and the consequent cleanliness of the relish is therefore doubly assured.

In making it the fresh cow's milk is carefully strained and the rennet added. As soon as the milk curdles the whey is drawn off, and the curd, thoroughly kneaded, is pressed into molds. This process is repeated until the whey has all been extracted and the curd is comparatively dry. It is then wrapped in a linen cloth and kept for 10 or 12 days until quite solid. Then the cloth is removed and the cheese put into salt lye. Afterward a little more dry salt is sprinkled on the cheese until the maker thinks it is salt enough to insure its keeping.

It is next put into a vessel and washed with whey and scraped to remove the white crust. It is next carried in to a cool room and laid on shelves, where it is frequently turned. The ripening process lasts from two to three months, the round balls growing the fine yellow or reddish color peculiar to Edam cheese. The cheeses intended to be exported to this country are rendered still more brilliant by dyeing the rind with a vegetable dye.—New York Tribune.

Music and Matrimony.

Captain Becker, an official of the Kongo Free State, won the affection of many of the natives in a very curious way. He bought a good loud playing barrel organ and allowed the natives to turn the handle. The captain was very anxious that the people should be married in accordance with the Christian religion, and when it was known the organ would be played at all such marriages the increase in the number of Christian weddings was remarkable. Things were generally arranged so that one wedding took place each day, in order that the organ might be heard regularly. It turned out afterward that several couples had been married twice, in order that the organ might be played at their nuptials.—Sussex News.

Say! Business Men!



LOOK HERE!

Why shouldn't we use exclamation points? We mean business for business men. Business men know that

Pennies Make Dollars.

We will save you the pennies, and you can put away the dollars for a time of emergency.

HOW?

Listen! Pay attention! Read! Ponder! Act prudently and economically.

The NEWS REVIEW Job Office can and will turn you out

Letter Heads,
Bill Heads,
Posters,
Envelopes,
Color Work,
Book Work,

Note Heads,
Circulars,
Dodgers,
Statements,
Embossed Work,
Price Lists,

And in fact anything and everything common to the business at a lower rate than any house in East Liverpool.



How Can We Do This?

That's easy of solution. Because we have the very best facilities in the city of East Liverpool, such as the best presses, the best workmen, the best light and the best materials. If you want cheap material we can give it to you. If you want the best, you can have that. We employ

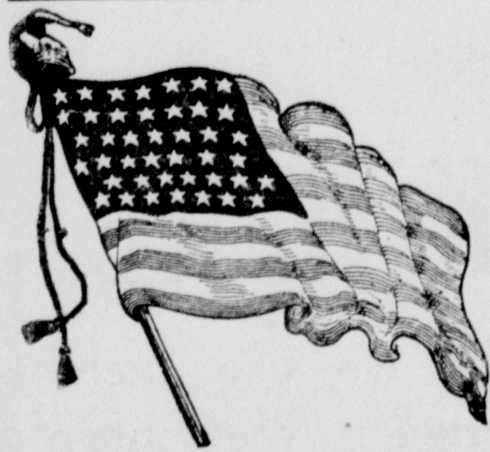
Union Printers
and Union Pressmen.

The News Review.

LEADING DAILY OF COLUMBIANA COUNTY.

PUBLISHED DAILY EXCEPT SUNDAY BY
THE NEWS REVIEW COMPANY.
HARRY PALMER, Manager and Proprietor.
[Entered as second class matter at the East
Liverpool, O., postoffice.]

TERM OF SUBSCRIPTION:
(Postage free in United States and Canada.)
One Year in Advance.....\$5 00
Three Months.....1 25
By the Week.....10



EAST LIVERPOOL, O., MONDAY, NOV. 13.

FOR PRESIDENT--Second Term.
WM. MCKINLEY,
of Ohio.

UNION OFFICES.

According to the action of Trades Council of East Liverpool there are but two union printing offices in East Liverpool—the two daily papers and the job offices connected therewith.

A VALUABLE WORK.

Professor Rayman, Revs. Crawford and Platts and Doctor Elliott make no mistake when they warmly commend the work entitled "Our Islands and Their People." The history is indeed worthy of warm commendation and is a great and valuable acquisition to any library.

CONSIDER THE CAUSE.

The Republicans of Stark county have succeeded in cleaning the Democrats out of the court house at Canton. "All things come to him who waits." The Republicans have waited long for the opportunity in Stark county.—Salem News.—This blessing came to Canton deeply disguised.

OHIO SAFE.

Senator Foraker, speaking of the election of Judge Nash says: "It was a victory for the administration, and will greatly strengthen President McKinley, and in that way have a decided effect upon congress and the whole country. Prosperity will continue and nobody will think of any other Republican than McKinley as our candidate for the presidency in 1900. So far as Ohio is concerned, she will no doubt give a full vote next year, as she always does in presidential years, and when we have a full vote the Republican vote is always safe in Ohio."

TO VOTE.

How long must a man be a resident of Ohio before he can vote in the state? How long a resident of a county, of a township and of a precinct?

A man must be one year in Ohio to gain a residence and become a voter. Thirty days in a county, provided he comes from another county in the state and has been a resident of the state for one year, makes him a voter in the county. A man may move from one township to another and vote on day of moving at any general election, but he must be 10 days in a township before he can vote at a local election. The same principle applies to a precinct.

AN ILLUSTRATION.

In addition to being unable to get the news and incapable of telling the truth, the lower region sheet, in its efforts to dispute the NEWS REVIEW's city election returns, betrays the fact that it cannot count and cannot read its own publication. The infinity of its ignorance is incomprehensible.

On Wednesday it gave McLean's city vote as 464, one less than the correct vote printed in the NEWS REVIEW. It now asserts that it printed McLean's vote "476, the correct figures." As the correct figures are 465 not 476 and as it didn't print them even as 476, this mixup, we presume, another "incident showing the care" with which the lower region "always compiles its city and county election reports"? Truly the lower region sheet is not much of a newspaper.

THE REPUBLICAN STATE COMMITTEE THANKS NEWS REVIEW

HEADQUARTERS OHIO REPUBLICAN
STATE EXECUTIVE COMMITTEE
COLUMBUS, Nov. 11, 1899.

Mr. Harry Palmer, Editor NEWS REVIEW, E. Liverpool, O.

My dear sir:—The canvass which has just been completed in Ohio, with such glorious results for the party and the people of the nation, was in many respects particularly a newspaper campaign. Never in the history of the state has so large a proportion of the work of the campaign devolved upon the press as this year. The fact was recognized at the outset that it would be largely a newspaper battle, and the campaign was organized with that in view.

We feel that the Republican state committee is to be congratulated upon having had the earnest, hearty and able cooperation of your newspaper and the Republican press of the state. We do not recall a campaign where the Republican papers of Ohio did such universally good work of a high order as this year, and we wish to express our very cordial and sincere appreciation of the fact, and particularly of the part which the "NEWS REVIEW" took in your community.

Please accept our warmest thanks for your very kind, cordial and effective assistance in the work of the campaign just closed, in which the Republican press of the state, more than any other factor, contributed to the victory in which we all rejoice. Very truly yours,

CHARLES DICK,

Chairman,

SAMUEL G. MCCLURE,

Chairman Press Bureau,

JNO. R. MALLOY,

Secretary.

"Our Islands" is entertaining. *

Former City Pastor Dead.

Rev. William Wallace, once pastor of the M. P. church, of this city, died November 9th, at his late home in Waynesburg, Pa., in the seventy-fifth year of his age.

"Our Islands" is authentic. *

We want you to see our fine line of dress and undressed kid gloves, from one to two dollars.

* THE SURPRISE CLOTHING HOUSE.

"Our Islands" is a complete history. *

FOR SALE.

A small grocery store; not a large investment; owner aged, wants to retire; store so situated that but little competition exists.
4-room cottage house; lot 33x100 on Grant street, west of Lincoln avenue. Price \$1,150.
4-room house; lot 30x100; Bradshaw avenue, three squares from China works; house is new; never been occupied. Price \$1,100.
8-room double house; lot 45x130, stable on rear of lot; situate on Basil avenue. Price \$2,300.
4-room house; lot 43x120; not far from East End school house; pleasant home. Price \$800.
4-room house; lot 30x100; on Minerva street; property in excellent condition and in good location. Price \$1,725. Another in same location, with 5 rooms, at \$1,825. Either of these properties will please you.
5-room house and lot on Fifth street; well located. Price \$2,600.
10-room house; suitable for two families; lot 30x100; property in good location on Pleasant street. Easy terms to right party. Price \$2,500.
6-room house, with good lot; one-half square east of Mulberry street, East End, on St. George street. Price \$1,500.
10-room house and small lot centrally located, near First Presbyterian church. Price \$2,700.
We have vacant lots for sale on every street and every addition of the city at all prices and in all locations. See us if you wish to buy. We will do you good. Those having money for profitable investment in either tenement or business properties should see us before buying. We have several such that will pay handsome dividends.

THE HILL REAL ESTATE CO.,
105 Sixth Street.

NOT FORMING A TRUST

Davis, of New York, Was Here
Fixing a Price Scale.

HIS EFFORTS WERE SUCCESSFUL

Had Conferences With the Manufacturers and Attended Their Meetings—Will Try to Secure a Uniform Schedule for Both Eastern and Western Potteries.

Joseph T. Davis, of New York, who has been here for the past ten days holding conferences with the manufacturers, will soon complete his work. Mr. Davis is not organizing a trust or a combination among the potters as many suppose, but is here to form a new selling price scale. Already his work shows marks of success, inasmuch as the manufacturers have decided to add 5 per cent to the selling price. At every meeting held by the potters Mr. Davis has been present, and before his work is completed a uniform selling price will be adopted by both eastern and western manufacturers.

The recent increase in the selling price will not be of benefit to many manufacturers until January. Almost every pottery in the city has many unfilled orders in its books and it is not likely all will be filled before the last of December.

THE HISTORY

Of the Potteries of Wheeling
With Some Facts About Present Conditions There.

In a special prosperity edition the Wheeling News says of the potteries of that city: "About 700 persons are employed by the potteries of Wheeling. The average wages including apprentices and female help is about \$15 per week. The amount of business done annually by the three is in the neighborhood of three quarters of a million. The first pottery organized in Wheeling was the Wheeling. The company was incorporated and started its business in 1879. In 1888 the La Belle pottery was started with the same stockholders. Shortly afterwards they consolidated as the Wheeling pottery company, the second largest in the country, being next to the Knowles, Taylor & Knowles plant, of East Liverpool. The Warwick China company was organized in 1887. The West Virginia China company organized in 1887, succeeded by the Ohio Valley China company, did not prosper and the plant is now operated by the Riverside pottery as a sanitary works."

We purchased six cases of fine blue, maize and white Jersey ribbed, fleece lined, underwear, came in this week; come and see them.

* SURPRISE CLOTHING HOUSE.

"Our Islands" is entertaining. *

—William Layton went to East Liverpool last evening to visit friends.—Salem Herald.

"Our Islands" is a complete history. *



LOST—Between Jethro and East End, 250 feet of 1/2 inch hemp rope. Finder will be rewarded by returning same to Aaron McDonald's livery stable, near East End fire station.

FOR SALE—Lot 30x100, four room house, in Bradshaw's addition, price \$1,100. \$100 down, balance payments. J. P. Hanlon, 315 Lincoln avenue.

BUYING
SHOES

Walk-over
\$3.50
MEN'S SHOE.

Many people run hither and thither and think they are buying Shoes, but they are not, they are simply buying experience. By and by, after they have made the rounds, they will be numbered among our regular customers, for they will have discovered that there is but one place in this town to buy Shoes that are right in quality; right in style; right in fit and right in price—that there is but one place where everybody pays the same price and where everybody receives the same courteous treatment, and that one place is ours.

COMPARE

Our Shoes and prices with those of other stores and you'll find

Our Qualities Superior

- - When prices are alike, or - -

Our Prices Lower

- - When qualities are alike. - -

Tell us your troubles when you want Shoes with as much confidence as you would tell your ailment to a doctor when you are sick—we have sufficient knowledge of the business and a large and varied enough stock to sell you the kind that will satisfy you in every way and bring you back for the next pair. - - - -

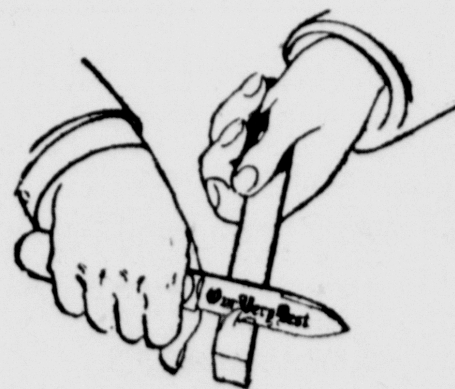
BENDHEIM'S.

Our Cutlery Department

Contains Everything in
Fine Pocket and Table Cutlery,
Carving Sets, Kitchen, Butcher,
and Bread Knives.

Knives That Cut Sterling Silver and

Plated Knives,
Forks, Tea, Desert,
Table, Coffee, Orange,
Sugar and Berry Spoons; also
many Fancy Sets
which are suitable
for Wedding Presents



H. S. B. AND CO'S

Our Very Best

TRADE MARK REGISTERED

It has taken over twenty-five years of constant and intelligent effort to bring "Our Very Best" Pocket Knives up to the present high standard. Every knife is a proof of the triumph of American workmanship, style and finish. There's nothing better.

Nothing but First
Class Goods Can
be Found Here.
We Invite Your
Personal Inspection.

FOR SALE BY

The Eagle Hardware Co.,

134-136 Fifth Street, East Liverpool, O.

ONLY FIVE OFFENDERS

Had Hearings Before Mayor Bough Today.

ALL GOT THE USUAL FINE

But Only Two of Them Had Money With which to Procure Their Release--Kilmer Has Disappeared, but His Security is First Class.

The mayor had five cases to dispose of when he arrived at his office this morning, but they were all common offenders and he had no trouble in getting rid of them.

Moody Coburn got helplessly drunk on Saturday and was gathered in by Officer Rose at the corner of Sixth and Washington streets. He was fined \$7.60 and was released.

He Saw the Town.

Frank Glutz, of Irondale, came in to see the town on Saturday. He liked the place very well, but decided it would look nicer if he had a few drinks in him. It was a poor decision. He didn't stop at a few drinks, but loaded clear up to the brim, and when Officer Mahony found him at the corner of Second street and Locust alley he didn't know where he was. He got \$7.60 and is still in jail.

They Had a Dispute.

Andrew McCaffrey and William Peer drank not wisely but too well Saturday evening, and when they reached Franklin street they were having a heated argument as to the effect of the whisky trust on their appetites. They couldn't settle the dispute in an amicable way so they came to blows, and were having an old fashioned rough and tumble when Officer Grim mixed in and they were landed in jail where there was no room for argument. Both of them got \$9.60, and they are both in jail.

Ridinger Gets a Warning.

Samuel E. Ridinger was arrested by Officer Whan upon a charge of assault and battery preferred by Thomas McCartney, and he was fined \$9.60 which he made arrangements to pay. The affair occurred on election day. Ridinger claims McCartney called him a liar on two occasions before he hit him. The mayor told Ridinger he had a habit of pacing up and down West Market street like a caged lion, using profane language and that it must stop right away or Samuel would be sent to the workhouse to do his swearing. Samuel said he would be all right if left alone, but the mayor warned him to behave, as complaints about his conduct had become too numerous.

Where Is Kilmer?

Will Kilmer, who was arrested for disturbing the Democratic meeting, has not been seen in the city since the day after it happened. His friends scared him by telling him his offense was an enormous one and he would be sent to the workhouse. The mayor has good security for his appearance, and the city will not be out even if Kilmer don't get back.

Card of Thanks.

We wish to tender our thanks and gratitude to our many friends and relatives, for their kind assistance in our recent bereavement, the loss of our little child, Clyde.

* MR. AND MRS. SAMUEL WINTERS.

Three hundred new style light covert and Kersey overcoats, for man, boy and child. Prices, as usual, the lowest in the city.

* THE SURPRISE CLOTHING HOUSE.

"Our Islands" is entertaining. *

TWO NEW CASES.

Sanitary Officer Burgess Quarantined Cases of Diphtheria and Scarlet Fever.

A little child of Mr. and Mrs. John Woods, of Ridgeway avenue, is ill with diphtheria.

Charles, the little son of Dr. John Lloyd Lee is ill with scarlet fever. Both houses were quarantined at once.

The home of Alfred Cartwright, Eighth street, was fumigated Saturday, the diphtheria patient having entirely recovered.

PERSONAL NEWS.

Paragraphs About People Coming and Going and Those Who Are Sick.

—Thomas Wilson spent yesterday in Steubenville.

—Lou Young was in New Castle Saturday on business.

—Will Gamble, of Pittsburg, spent Sunday in the city.

—Mrs. Jane Gibbons was a Pittsburg visitor this afternoon.

—G. W. Hill spent Sunday in Salineville visiting his parents.

—E. J. Owen went to Cincinnati, Saturday night, on a business trip.

—Mr. and Mrs. Pickal returned home this morning from Toronto.

—Warren T. McCain left this morning for a business trip to Newton Falls.

—Thomas Worcester, of the Keswick China company, spent Sunday in the city.

—Jesse Carey went to East Liverpool last evening to visit friends.—Salem Herald.

—Miss Lizzie Whiteside, of East Liverpool, was an Alliance visitor.—Alliance Leader.

—J. W. Hunter, of the Fort Pitt Natural Gas Company, was in Port Homer on business today.

—Brakeman L. C. Maple, of the Cleveland express, spent yesterday in the city visiting friends.

—Miss Mattie Baumann, who has been visiting friends in East Liverpool, has returned home.—Steubenville Star.

—Miss Lizzie Copestick, of New Brighton, who has been spending several days in the city, returned to her home at noon.

—J. J. McCormick, general agent of the river division of the Cleveland and Pittsburg road, was in the city today on business.

—Frank White went to Salineville Saturday afternoon and yesterday attended the funeral of Mrs. Mary Walker, at Scroggsville.

—H. F. Coates and son, John, went to East Liverpool to visit with his wife, at the home of Mr. and Mrs. Anderson.—Alliance Review.

—Miss Thompson and Miss Nannie Dawson, of Atlanta, Ga., left at noon for Pittsburg, where they will remain several days with friends.

—Mrs. W. C. Forbes, of Steubenville, who has been the guest of her daughter, Mrs. A. J. Cartwright, left Saturday for a visit in Beaver Falls.

—Miss Laura Ross, of near East Liverpool, who has been the guest of Rev. and Mrs. J. P. Leyenberger, for a few days, returned home today.—Toronto Tribune.

—Robert Carnahan and his sister Miss Agnes Carnahan, and niece, Miss Jennie Carnahan, spent yesterday at the home of F. A. Leonard, on West Market street.

—S. L. Henry and D. W. Merriman, of Pittsburg, were in the city Saturday afternoon, guests of H. L. Simms. The gentlemen are postal clerks on the Cleveland & Pittsburg railroad.

—John M. Ferguson, of East Liverpool, a former resident of this place, has purchased the wall paper store on Seventh avenue, North End, of which he took possession today.—Beaver Falls Tribune.

Here Are Some Bargains

For those who missed our Great Anniversary Sale of Bedding.

This week we are going to sell

75 PAIRS OF \$4 BLANKETS

for

\$3.38 Per Pair.

These are fine, all wool, large size, any color, elegant stock, just like those in our window.

HERE ARE 75 BARGAINS.

THE S. G. HARD CO. THE BIG STORE.

COURT IN WELLSVILLE

The Case of Mrs. Curry Against the West End Pottery

BEING HEARD THIS AFTERNOON

Mrs. Curry Asks the Court to Determine What Her Rights Are in the Property Near Where the Pottery is Situated. List of the Witnesses.

The action of Mrs. Letita Curry against the West End Pottery company is being heard today in chambers at Wellsville. The plaintiff claims that in May, '86, she leased the land near where the West End pottery is situated to H. R. Hill and J. M. Kelly for the purpose of drilling for gas or oil and for no other purpose. They in turn leased the land to the pottery company and she now asks the court to determine her rights in the property. Her attorneys are McGarry and Wells while Brookes is acting as counsel for the pottery. Mrs. Curry, W. J. Curry and Samuel Johnson are witnesses for the defense and H. R. Hill, W. Burgess J. M. Kelly and Samuel Manor for the plaintiff.

THESE BE BEGGARS.

The Era of Cheap Makes Charity Seekers of These Fellows.

The era of CHEAP job printing has struck East Liverpool with a vengeance. Inferior material and inferior workmanship go hand in hand with this so-called CHEAP work. We had one notable case of this kind in a competitive bid by one of these CHEAP JOHN establishments not long since, and the CHEAP JOHN proprietor claimed, to the man or company from whom he purchased his materials, that he and his fellows had lost \$150.00 on the contract, and he pleaded that the furnisher of materials, in a distant city, should bear a third of this loss. The dealer had but \$7.80 profit on the material, and of course he would not stand such nonsense as this and so told the BEGGAR. It is high time that such MARPLOTS should be driven out of the field, and it is only a question of time until they collapse.

Wants a New Trial.

The horse case of Frank Harvey and Joe McMillan may get to Common Pleas Court. A motion for a new trial is being argued this afternoon before Justice Hill.

"Our Islands" is a complete history. *



STRONG AGAIN!

Sexine Pills

They have stood the test of years, and have cured thousands of cases of Nervous Diseases, such as Debility, Dizziness, Sleeplessness, Varicose, Atrophy, &c. They clear the brain, strengthen the circulation, make digestion perfect, and impart a healthy vigor to the whole being. All drains and losses are checked permanently. Unless patients are properly cured, their condition often worsens, them into Insanity, Consumption or Death. Mailed sealed. Price \$1 per box; 6 boxes, with iron-clad legal guarantee to cure or refund the money, \$5.00. Send for free book. Address,

For Sale by Clarence G. Anderson, Druggist, East Liverpool.

WANT TITLE QUIETED

W. L. Smith and the Boyce Family Have Entered

SUIT AGAINST COL. H. R. HILL

Over Possession of a Tract of Land Near the City--Defendant Claims to Hold a Tax Title to the Land in Dispute--To be Heard at Lisbon.

LISBON, Nov. 13.—[Special].—In the court of common pleas W. L. Smith, Nellie E. Boyce, widow, and Mary K. and Maria Boyce, heirs-at-law of Andrew J. Boyce, have entered suit against Herrington R. Hill. Plaintiffs ask that their title to a parcel of land near East Liverpool be quieted. Defendant claims to hold a tax title to the land in dispute.

A PLEASING SUCCESS

Was the Re-opening of the M. P. Church Sunday School, Yesterday Afternoon.

The re-opening in the Sunday school room of the Methodist Protestant church, yesterday, was a pleasing success. Many visitors and parents were present, filling the room to its capacity. Special music was a feature. This school is in a prosperous condition under the efficient superintendency of Mr. George Burford.

Funeral Services.

The funeral services over the remains of Clyde, the 3-year-old son of Mr. and Mrs. Samuel Winters, of May street, were held this morning, Rev. Clarke Crawford officiating. Interment was made in Spring Grove cemetery.

Edward Zink left this morning for Powhatten, where he attended the funeral services over the remains of his father.

"Our Islands" is authentic. *

Will Send a Box South.

The members of the Second U. P. church yesterday arranged to send a box of clothing to the Freedman's Missions in North Carolina. This is a colored school and H. C. Chambers, of East End, is one of the teachers. The box will be sent the last of the week.

It's Dead Game.

It is said that at least a hundred cock fights will take place in East Liverpool during the Thanksgiving season. The Democratic rooster will not be one of the birds.—Salem News.

FROM MANILA.

One of Our East Liverpool Boys Writes an Interesting Letter.

SAN FERNANDO, P. I.

October 10, 1899.

DEAR FATHER:—I write you these few lines as we are starting upon a twenty mile march. We are going to make an attack upon a large town called Tarlac. We have a force of about 3,000 men. The insurgents are estimated at 12,000 at the point designated, and we expect to meet with a warm reception. Tarlac is said to be the stronghold of the rebel forces, and the position is well fortified. We now have our horses and can go a long distance in a day's march. I am drawing sergeant's pay now, which is \$21.60 per month, and leaving my duca's in the hands of the paymaster for safety. This may be my last letter to you for a long time, as we are going away from the railroad line. I have been sending you a paper published in Manila. Have you received any yet? Send your letters to Manila, as usual. Love to all the family and kind regards to all my East Liverpool friends. Your son,

JAMES E. TAYLOR,

Troop B., Fourth U. S. Infantry.

"Our Islands" is authentic. *

We received today nice, new, nobby styles in men's, boys' and children's caps. * SURPRISE CLOTHING HOUSE.

—Miss Mabel Fisher, of Chester, is visiting friends in New Kensington, Pa.

Amusements.

NEW GRAND OPERA HOUSE. J. A. NORRIS, Manager.

ONE WEEK

—AND—

Saturday Matinee

Commencing

MONDAY, November 13,

The ELROY STOCK COMPANY

A company of 20 dramatic and vaudeville artists. A carload of special scenery and mechanical effects, presenting Monday night, the romantic drama,

SECRET ENEMY.

Seats now on sale at Drug store.

Ladies' 15c tickets limited to 250.

Admission 10, 20 & 30 Cents.

PEARY'S PARTY.

What a Member of the Relief Expedition Says.

Charles Frederick Sylvester, curator of anatomy in Princeton university, who has been with the Peary relief party, has returned from North Sydney, Cape Breton. Mr. Sylvester said the expedition suffered no inconvenience from the cold. The trip north was rather an excursion, freighted with an abundance of real sport in hunting arctic bears, partridges, ducks and foxes. The Diana left Sydney July 17, and in less than two weeks arrived at Driscoll island, off the coast of South Greenland. Farther up the coast the party received letters from Peary, informing them where to land the provisions.

As the expedition was going across to Foulka fiord, a ship was sighted which was thought to be the Windward. Closer inspection, however, revealed it as the Fram, Nansen's old vessel, now under the command of Sverdrup, who is conducting a Norwegian expedition. The Diana was then steered toward Etah, where Lieutenant Peary was found unloading the Windward, preparatory to making that place his winter quarters.

Peary was immediately taken aboard the Diana and the Eskimo settlements on the coast of North Greenland were visited. It was a highly interesting trip among these people, who live in absolutely independent families. In coasting about, Hilgenfeldt gulf and Whale sound were thoroughly examined.

The entire party next enjoyed the exhilarating sport of a walrus hunt, and after killing about 40 the locality resembled a Chicago stockyard. The Diana started south shortly after, having been preceded a week before by the Windward. Before leaving Etah the cargo was successfully landed. Peary has now enough provisions to last two or three years. Every man of the expedition is a college representative, and they expect Peary to reach the pole, because he knows what he has got to do and how to do it.

Fort Conger, 82 degrees north, Mr. Sylvester says, will be Peary's starting point. No great rush will be made toward the pole; rather, a steady plan to provision the way north from Fort Conger will be his method. The lieutenant is becoming familiar with travel, and is using his dogs to great advantage. One of the most pleasing features of the trip was the good gunning for arctic hares, which are pure white and could be seen for five miles over the hills.

As a result of the expedition Princeton receives a greater supply of scientific material than was ever collected from a like tour. Besides securing the material of deep sea dredging, a vast amount of anatomical structure was brought together. Several new species of animal life were also found.

COST OF SEEING DEWEY.

High Prices For Seats to Witness the Parades.

Extraordinarily high prices are being paid for points of vantage along the routes of the Dewey land and naval parades, says the New York Evening Post. Certain speculators are demanding more money than the public is willing to pay at this time, but the stand and window accommodation is being so rapidly disposed of that these men will ultimately, it is believed, get the sums they ask. In some places prices are double what they were at the times of the Columbus and Grant celebrations, and in every part they are much higher.

Property owners and lessees along the line of march have learned by experience that their rights are valuable. Their disposition seems to be to shut the speculators out and have all the profit for themselves. Speculators control, however, a good deal of the available space, and they are confidently waiting for the time to come when their high priced places are the only ones on the market. Seats of reasonable price are selling like hot cakes. One agent said he had 100 applications a day from out of town alone. A week before the parade, it was said, nearly everything will be taken.

The speculators began to work just as soon as the route of the parade was announced tentatively, securing options on windows and vacant lots. There was great competition. The agent for a vacant store on Fifth avenue—raised above the pavement and having a broad window—said that he had had in a single day four opportunities to rent the place for the day of the land parade. The first speculator

offered him \$200, and he promptly refused it. He has forgotten what the second offered. The third offered \$350, and the fourth would give but \$300. The agent is holding the place now at \$800 and does not doubt that he will eventually sell the space for that. There are few places left at any price. Options have been sold, an agent said, on almost every spot where a chair can be set. The route is along streets of such character that it is not easy to persuade the residents to rent their front rooms, whatever price may be offered. In some localities, however, signs are being hung out such as "Seats for the Dewey parade for sale." To an unsophisticated person looking for a seat in an unpretentious house the price asked in these places is astonishing.

The Office Boy's Revenge.

A young lady who is employed in one of the tall office buildings has a young man acquaintance whose name is Jones. A few days ago the office boy was saucy, and she scolded him. A day or two later he marched into the inner office where she was at work and handed her one of Mr. Jones' calling cards.

"Is he out there?" she whispered to the boy.

The latter nodded.

Her heart beat faster. She could not imagine what he had come to her office for. Perhaps he wanted her to go to the theater that night. She went softly to the washstand in the corner and rearranged her hair, tied the ribbon about her neck freshly and then, with her sweetest expression, went into the other office.

A burly man with a mustache stood near the door. It wasn't her friend at all.

"Are you Miss —?" he asked.

"Yes?"

"Well, I'm a constable, and I've got a judgment of \$12.50 against this firm."

And now the young lady wonders if she carelessly left any calling cards on her desk or whether it was a curious coincidence and the constable had the same name and used calling cards in his business.—Chicago News.

The Lever That Raised Him.

A young man who is now well up the list of high salaried officers of a big manufacturing company said several days ago that he owed his first opportunity to show his ability to the fact that he was not afraid to soil his clothes. He was one of half a dozen young men just graduated from scientific schools who entered the shops of this company as students. They were expected to show that they were practical workmen, but most of them preferred theory to practice. The manager of the company was a self taught man, and he didn't take much stock in scientific schools. The young man who has succeeded took his measure accurately and, putting on old clothes, went to work in the shops. Whether by accident or design he was noticed by the manager one day stretched out on his back under a heavy casting with a hammer and cold chisel in his hand working away as if he had no higher ambition. A week later the manager summoned him to the office.

"Didn't I see you under that casting several days ago?" he asked.

"Yes."

"Well, I find that we have a vacancy on our staff now, and you may fill it if you choose."

The young man did choose, and his progress has been rapid. He does not have to soil his clothes now to prove his ability.—New York Sun.

Husbands For Princesses.

Enterprising young men who want to marry royal princesses are likely to be in demand soon, says the New York Sun. There are 71 marriageable young women belonging to reigning families and only 47 princes for them to marry, not counting religious or political impediments. Many of them must, therefore, look forward to marriages below their rank unless they prefer to become old maids. One of the Mecklenburg-Strelitz princesses, a sister of the Crown Princess of Montenegro, recently married a young man whose sole claim to nobility was a purchased papal title.

True Friendship.

Friendships that are for the sake of convenience sputter and die out as a candle, and at best their light is dim and weak. But the friendship that is born of love shines with the warm, steady glow of the eternal sun. There is nothing fift or occasional about it. Constancy is its invariable characteristic. "A friend loveth at all times."

The Power of the Whale.

If the whale knew its own power, it could easily destroy all the machinery which the art of man could devise for catching him. It would only be necessary for him to swim on the surface in a straight line in order to break the thickest rope, but instead, on being struck by the harpoon, he obeys a natural instinct, which, in this instance, betrays him to his death.

Not having an air bladder, he can sink to the lowest depths of the ocean and, mistaking the harpoon for the teeth of a swordfish, or a shark, he instantly descends, this being his manner of freeing himself from these enemies, who cannot bear the pressure of a deep ocean, and from descending and ascending in small space he thus puts himself in the power of the whaler.

If we include the pressure of the atmosphere, a body at the depth of 100 feet would sustain that of 60 pounds on the square inch, while one at 4,000 feet, a depth by no means considerable, would be exposed to a pressure of 1,830 pounds. We need not, therefore, feel surprised that on the foundering of a ship at sea, though its timbers part, not a spar floats to the surface, for if the hull has sunk to a great depth all that is porous is penetrated with water or is greatly compressed.—Omaha World-Herald.

Three Young Women Arrested.

NEW YORK, Nov. 13.—Police Captain Delaney of the East Thirty-fifth street station arrested three young women whom he believes to be western women who have been working this city for some time past. They were registered at the stationhouse as Miss Mabel Ray, alias Mrs. James Bell, alias Mrs. J. W. Crouch, 22 years of age, 197 East Ontario street, Chicago; Miss Mary Doris, 24 years of age, Evansville, Ind.; Miss Nettie Nelson, alias Mrs. Mollie McClure, 26 years old, of Memphis.

Berlin Paper's Foolish Comment.

BERLIN, Nov. 13.—The Vossische Zeitung discussing the probability of intervention by a European power during the hostilities in South Africa, said: "However much Great Britain's position in Africa may be imperiled it is quite unlikely that Russia will make any anti-British move. Great Britain can rely upon American and Japanese support in the event of any difficulties with Russia in China."

Prisoner of Insane Husband.

ST. LOUIS, Nov. 13.—In the grasp of her insane husband, Mrs. Ralph Reif of 2836 California avenue battled for her life from 7 p. m. last Saturday night till 2 a. m. Sunday morning. When help finally came Mrs. Reif was so weak that she could scarcely speak. She had been kept a prisoner by her husband in their third-story flat for three days. For two days of this time she was without food.

Man Killed Probably Not Robber.

CHICAGO, Nov. 13.—The body of the supposed robber who was shot dead by Claude B. Giles, a police operator, was identified as Frank Doyle, a brother of John Doyle of the firm of Sohn Doyle & Co., wealthy contractors. The holdup theory is scouted by Doyle's friends, who declare his mother kept him well supplied with funds. Files is practically under arrest awaiting an investigation.

Deadly Powder Explosion.

SANTA CRUZ, Cal., Nov. 13.—An explosion occurred in the glazing house of the California Powder mill. The explosion wrecked the mill, blew down miles of fencing, destroyed the salt-peter warehouse, and extinguished the electric lights in Santa Cruz. Patrick Hughes, night watchman, was killed.

Sailed Away After a Murder.

ST. JOHN, N. B., Nov. 13.—The captain of the schooner J. B. Van Dusen of New York, bound to New York, was killed by one of the crew near Point Lepreaux. While his body was being landed by the mate and one of the crew the schooner sailed away.

Flint's Projected Factory.

MUNCIE, Ind., Nov. 13.—There is direct information that the glass factory to be established in the Indiana gas belt by the American Flint Glass Workers' union will be located at Eaton.

Brother of Dr. Leyds Dead.

BRUSSELS, Nov. 13.—Herr Leyds, brother of Dr. Leyds, and himself an agent of the Transvaal government, died of apoplexy while on a visit to his brother.

The Strong Man.

It is the man of strong conviction who counts in this world. He who stands for something in the end carries the day. He of the easy going or milk and water type of character drops out in the battle of life.—Presbyterian.

OHIO VALLEY Business College,

A thoroughly up-to-date institution.

The Place to Learn

Actual Business Bookkeeping, Shorthand, Typewriting, Penmanship. All common branches. Day and night sessions.

J. H. WEAVER, M. S.,

President.

F. T. WEAVER,
Sec'y. and Bus. Mgr.

ON THE DIAMOND, EAST LIVERPOOL, O.

The First National Bank

Of East Liverpool, O

President—DAVID BOYCE.

Vice President—J. M. KELLY.

Cashier—N. G. MACRUM.

Asst. Cash'r—THOS. H. FISHER.

BOARD OF DIRECTORS

DAVID BOYCE, W. L. THOMPSON,
J. M. KELLY, O. O. VODREY,
B. C. SIMMS, JNO. C. THOMPSON,
JAS. N. VODREY

Capital, - - - \$100,000
Surplus, - - - 50,000

General Banking Business

Invite Business and
Personal Accounts

Safe Deposit Boxes for Rent

193 Washington Street.

J. M. CARTWRIGHT, DENTIST,

Stevenson Block, Corner Fifth and Market Streets.

WANTED.

WANTED—Agent for one of the best selling books on the market. Call on or address, Josiah Howall, cor. Spring and West Market, residence of John Smith.

WANTED—5 young ladies to demonstrate. None but competent talkers need apply. Mutual Benefit Supply Co., opposite postoffice.

WANTED—A good girl for general housework. Good place and good wages. Inquire at 140 Seventh street.

FOR SALE.

FOR RENT—Nine-room house, with bath room; 323 Third street. For particulars inquire of E. C. Adams, 218 Washington street.

FOR SALE—A six roomed house on Spring street. All modern improvements, including hot and cold water and bath room. Inquire at 291 Lincoln avenue.

FOR RENT.

FOR RENT—Furnished front room with gas 137 Fifth street.

FOUND.

FOUND—A bunch of keys and chain on Second street. Finder can have same by calling at this office and paying for this advertisement.

FOUND—Plain gold ring. Loser can have same by calling at NEWS REVIEW office, describing property and paying for this advertisement.

LOST.

LOST—\$5 reward. Any person giving information that will lead to the recovery of my pocketbook and money, will receive \$5, and their name will be withheld if so desired. J. C. Nicholls, 162 Fourth street.

FINE JOB WORK. The NEWS REVIEW job rooms are the best equipped in eastern Ohio, and we are consequently able to turn out large quantities of work on short notice.

Cleveland & Pittsburgh Div. Pennsylvania Lines.

Schedule of Passenger Trains—Central Time.

Westward.	3:35	3:37	3:39	3:41	3:59	4:01
Pittsburgh	AM	PM	PM	PM	AM	AM
Allegheny	11:45	11:30	11:40	11:50	12:00	12:10
Washington	6:35	2:12	2:25	11:50	11:20	6:20
Porter	6:44	2:20	2:35	11:58	11:30	6:28
Harport	6:48		5:40	11:59	11:35	6:30
Wellsburg	6:57		5:50	12:13	11:45	6:40
Johns Ferry	6:59		5:52	12:15	11:47	6:42
Smiths Ferry	7:10	2:40	6:04	12:23	11:55	6:51
East Liverpool	7:20	2:49	6:14	12:33	12:05	7:01
Wellsville	7:32	2:59	6:28	12:43	12:15	7:13
Allegheny	7:38	3:10		12:45		
Yellow Creek	7:43			12:50		
Hammondsville	7:58			12:55		
Port Homer	8:00	3:25		1:03		
Allegheny	8:16	3:42		1:12		
Harport	9:00	4:13		2:06		
Allegheny	9:30	4:33		2:30		
Allegheny	10:10	4:38		3:10		
Allegheny	10:43	5:05		3:40		
Allegheny	11:02	5:26		4:00		
Allegheny	12:10	6:25		4:30		
Allegheny	7:45	3:17	6:55	15:55	11:07	9:15
Allegheny	7:50	3:22	6:58	15:59	11:10	9:22
Allegheny	7:55	3:30	7:04	16:05	11:15	9:27
Allegheny	8:00	3:35	7:09	16:09		9:37
Allegheny	8:05	3:43	7:14	16:17	11:23	9:39
Allegheny	8:09	3:47	7:18	16:21	11:27	9:41
Allegheny	8:16	3:55	7:23	16:30	11:33	9:48
Allegheny	8:24	4:00	7:30	16:37		
Allegheny	8:40	4:23	7:45	16:58	11:50	10:06
Allegheny	8:49	4:35	7:53	17:05	11:58	10:13
Allegheny	8:58	4:44	8:00	17:12	12:06	10:25
Allegheny	9:07	4:54	8:09	17:20	12:15	10:33
Allegheny	9:14	5:00	8:15	17:24	12:21	10:40
Allegheny	9:23	5:10	8:20	17:37	12:26	10:45
Allegheny	9:32	5:20	8:28	17:52	12:33	10:57
Allegheny	9:40	5:25	8:35	17:58	12:41	11:04
Allegheny	9:50	5:35	8:45	18:10	12:51	11:15
Allegheny	AM	PM	PM	AM	PM	PM
Eastward.	3:40	3:36	3:38	3:40	4:11	3:42
Allegheny	AM	PM	PM	PM	AM	PM
Allegheny	11:40	11:30	11:45	11:00	12:41	11:08
Allegheny	4:38	9:09	4:53	11:00	12:51	11:18
Allegheny	4:45	9:15	4:58	11:05	12:55	11:27
Allegheny	4:54		5:10		13:07	11:37
Allegheny	4:56	9:28	5:17	11:28	13:22	11:39
Allegheny	5:03	9:33	5:21	11:33	13:30	11:44
Allegheny	5:10	9:41	5:34	11:42	13:32	11:53
Allegheny	5:17	9:48	5:41	11:50	13:37	11:56
Allegheny	5:28	9:56	5:50	11:58	14:00	12:05
Allegheny	5:29	9:56	5:50	11:58	14:00	12:05
Allegheny	5:42	10:12		12:15		
Allegheny	5:50	10:19	6:11	12:19	14:20	12:25
Allegheny	5:52	10:20		12:21		
Allegheny	6:00	10:31	6:21	12:27	14:27	12:32
Allegheny	6:05	10:35		12:30		
Allegheny	6:10	10:45	6:33	12:34	14:34	12:44
Allegheny	6:15	10:50	6:38	12:40	14:40	12:51
Allegheny	6:20	10:54	6:41	12:45	14:45	12:55
Allegheny	7:38			3:10		
Allegheny	7:43			3:15		
Allegheny	7:58			3:25		
Allegheny	8:00			3:30		
Allegheny	8:16			3:42		
Allegheny	9:00			4:13		
Allegheny	9:30			4:33		
Allegheny	10:10			4:38		
Allegheny	10:43			5:05		
Allegheny	11:02			5:26		
Allegheny	12:10			6:25		
Allegheny	6:25	11:05	6:51	2:59	13:55	13:05
Allegheny	6:37	11:15	7:00	3:10	14:00	13:17
Allegheny	6:47	11:25	7:08	3:20	14:10	13:27
Allegheny	6:52	11:32		3:25	14:20	13:32
Allegheny	6:57	11:40	7:22	3:30	14:25	13:37
Allegheny	7:07	11:50		3:40	14:35	13:47
Allegheny	7:14	12:00	7:35	3:45	14:40	13:52
Allegheny	7:23	12:08	7:42	3:55	14:45	13:57
Allegheny	8:23	12:55	8:30	5:10	15:40	14:53
Allegheny	AM	PM	PM	AM	PM	PM

Dark Faced Type denotes 12 noon to 12 midnight. Light Faced, 12 midnight to 12 noon. Pullman Sleeping Cars are run on Nos. 341 and 342, and Parlor Cars on Nos. 347 and 348 between Pittsburgh and Cleveland via Yellow Creek and Alliance. No. 338 connects at Rochester for New Castle, Jamestown, and intermediate stations. No. 340 for Erie, Shababula and intermediate stations. Nos. 345 and 347 connect at Bayard for New Philadelphia, and stations on Tuscarawas branch. Nos. 340 and 360 connect with Nos. 335 and 337 at Wellsville.

F. J. LOBBE, E. A. FORD,

ORDINANCE No. 606.

AN ORDINANCE granting permission to the East Liverpool Railway company, a corporation owning a street railroad in the city of East Liverpool, its successors and assigns, to extend its tracks, together with the necessary turn-outs, turn tables, side-tracks, poles, wires and other appurtenances, on and along the streets following, to-wit:

Third street, Market street, "Diamond," East Market street, Calcutta road, McKinnon street and Jennings avenue to a point at or near the Riverview cemetery gate; also on and along the following streets, to-wit:

Beginning at a point on Eighth street and running on Lisbon street, Grandview avenue, North Side avenue, Park avenue, Oakwood avenue, Junction street and Dorothy street to a terminus; and fixing the terms and conditions of said grant for a period of twenty-five (25) years, and renewing and extending for the same period the grant and franchise now owned by said company.

SECTION 1. Be it ordained and enacted by the council of the City of East Liverpool, Ohio, that the East Liverpool Railway company, a corporation owning and operating an electric street railroad in said city, its successors and assigns, be and said company, its successors and assigns, are hereby granted permission to extend its tracks on and along the following named streets (such extension being deemed by said council as beneficial to the public, and the written consent of the majority of the property holders upon said streets or parts thereof, on the line of the proposed street, railroad, represented by the feet front of the property abutting on the several streets, having been filed with the city clerk), to-wit:

Beginning at a point and connecting with what is known as the South Side Electric Street Railway line on Third street, at the intersection of Third and Union streets, running thence down Third to Washington street, at right angles with the present track thereon, and continuing along Third street to Market street, thence up Market street, in the center of said street, to the Diamond, and at a point in said Diamond near the well, the line to turn in a westerly direction and run close to the Monument fence, to intersect with the present tracks, on Sixth street, and also at said point in the Diamond, near the well, the line to turn eastward and run close to the Monument fence, to intersect and cross, at a right angle, the present line on Sixth street; thence up East Market street to Calcutta road; thence on Calcutta road to McKinnon street; thence on McKinnon street to Jennings avenue; thence on Jennings avenue to Calcutta road; and thence on Calcutta road to a point at or near the Riverview cemetery gate. And the said East Liverpool Railway company, its successors and assigns, is hereby granted full permission to lay and maintain its tracks on and along the public streets and highways aforesaid, and to construct, maintain and operate thereon an electric street railway, with a suitable main track and the necessary switches, turn-outs, turn-tables, wires, poles and appurtenances thereon belonging (but no switches, turn-outs, turn-tables or side tracks shall be laid on the Diamond between Fifth and Sixth streets), for and during the term of twenty-five years from and after the passage and legal publication of this ordinance.

SEC. 2. The above grant, as far as applicable, and except as herein provided, shall be upon the same terms and subject to the same conditions as the terms and conditions contained in the original ordinances, thereto, granted to Albert L. Johnson, Sidney H. Short and C. E. Grover, their successors and assigns, the right and permission to construct, maintain and operate an electric street railroad on and along certain streets of said city of East Liverpool. See the Revised Ordinances of East Liverpool of 1894, pages 229 to 238, inclusive. Said rights and privileges originally granted, as above, to said Albert L. Johnson, Sidney H. Short and C. E. Grover being now vested in said the East Liverpool Railway company as the successors and assigns of the individuals aforesaid.

SEC. 3. The company shall file its written acceptance of this ordinance with the city clerk and begin the construction of the extension above described within thirty days after the passage and legal publication of this ordinance, and said extension shall be completed and in operation within one year thereafter. The company shall operate said extension daily after its completion, unless prevented by unavoidable accident or contingency, between the hours of 5:30 a. m. (legal time) and 10 p. m. (legal time). Prior to 6 o'clock p. m. a car shall leave "the Diamond" and also the cemetery gate at least once in every half hour; after 6 o'clock p. m., at least once in each hour.

SEC. 4. The rights, privileges and franchise granted by ordinances of this council to Albert L. Johnson, Sidney H. Short and C. E. Grover, their successors and assigns, September 4, 1891, September 16, 1891, September 11, 1891, and September 16, 1891, (see Revised Ordinances of East Liverpool of 1894, pages 229 to 238, inclusive, to which reference is hereby made for the full details and text of the ordinances above mentioned), which rights, privileges and franchise are now owned and exercised by The East Liverpool Railway company as successors and assigns of the above named individuals, are hereby renewed, reaffirmed and extended to said The East Liverpool Railway company, its successors and assigns, for a period of twenty-five years from and after the passage and legal publication of this ordinance, and upon the same terms and subject to the same conditions contained in said original ordinances above mentioned.

The original ordinances above mentioned are in language and terms as follows, to-wit:

"Granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railway, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891.

SEC. 1. Be it ordained by the City Council of the City of East Liverpool, Ohio, that Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, are hereby granted permission to construct, maintain and operate an electric street railroad, with a single track, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891.

land and Pittsburg railroad; thence along Second street to Washington street; thence along Washington street to Sixth street; thence along Sixth street to Franklin street; thence along Franklin street to Eighth street; thence along Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and thence along the County road and certain streets to Wellsville, Ohio.

SEC. 2. In all streets and parts of streets along said route which are paved at the time of constructing said street railroad therein, said grantees shall use in constructing their tracks and its turn-outs and side-tracks, a steel girder rail of the most approved pattern for such purpose, and weighing not less than eighty-two pounds to the yard; and in all streets and highways along said route not paved when said tracks are constructed therein, said grantees shall use a heavy T rail, and shall, during the period of this grant, so maintain the surface of the roadway within said tracks, and outside of said T rails, so that vehicles in said roadway shall not be obstructed in crossing said tracks at any point in and along said highways. It is also agreed as one of the conditions of this grant, that when any street, or part thereof, is hereafter paved along said railroad route, said street, railway agree to take up the T rails and relay the same along said paved street with the steel girder rail. All poles to be located subject to the approval of the city engineer, and said poles to be placed by said railroad company and said track located subject to the approval of the city engineer. At all points along said route where pavement is laid when said tracks are constructed, and wherever along said tracks the roadway shall hereafter be paved by said city, the said grantees, for themselves, their successors and assigns, bind themselves to relay, repair and maintain said pavements whenever and wherever said grantees, their successors and assigns, shall disturb, take up or injure the same; in all such cases restoring such pavement to as good condition as the same was in before taken up, disturbed or injured by grantees, their successors or assigns.

SEC. 3. At any time after the completion of the street railroad hereunder, that the city council shall deem it to the public interest that said railroad shall be extended to the east corporate limits of East Liverpool, and the necessary consent of property owners be given therefor, grantees, their successors or assigns, agree to extend said railroad and operate the same to such east corporate limits within ninety days after having been notified so to do by resolution of said city council.

SEC. 4. In all streets and parts of streets along said route where pavement is laid when said track is constructed, said track shall be laid so that its rails nearest the center line of such street shall be two feet distant from such center line, so that said track need not be removed to permit a second track to be laid along the other side of such center line, and in all streets and highways not paved when said track is constructed, such track shall be located and constructed therein as shall be most convenient for the general use of such highway and the railroad thereon. And whenever the city council shall cause any change of grade of any street or highway along said route, the grantees, for themselves, their successors and assigns, agree at their own expense to alter the grade of their railroad tracks and make them conform to such changed grade of such street or highway; the city, however, in any and every such case of change of grade to bear the expense of relaying all pavement disturbed by such change of grade. The city reserves to itself the right to disturb, remove or interrupt travel over said tracks whenever or wherever it shall be necessary to construct or repair sewers, water or gas pipes, bridges or culverts, or for other municipal purposes, and when the street in any such case is restored, the grantees, their successors and assigns, shall then restore, relay and connect their said tracks at their own expense.

SEC. 5. The grantees, their successors and assigns of said railroad, and the permission herein granted, hereby agree to hold said city of East Liverpool harmless of and from all damages and injuries caused by said grantees, their successors and assigns, in or by the construction, maintenance or operation of said electric street railroad, or its appurtenances, and agree to place good and sufficient cars, and continue the same on said road, with mod improvements, and run them as often as the public convenience may demand and require daily.

SEC. 6. The said grantees shall, if they accept the provisions of this ordinance, file such acceptance in writing with the clerk of the city of East Liverpool, within thirty days after passage thereof, and give a bond in the sum of \$5,000.00, conditioned that they will, in good faith, begin the construction and complete said railroad according to the terms of this ordinance and time therein stated, and shall begin the construction of said railroad within ninety days after such acceptance, and shall have said railroad completed and in operation within one year from the expiration of said ninety days, and on failure to perform either of these conditions within the time specified, this ordinance shall be absolutely void, and the forfeiture of said \$5,000.00 go to said city.

SEC. 7. Upon acceptance of this ordinance, and the construction of the street railroad hereunder, grantees, their successors and assigns, shall have the right to charge and collect fares of five cents each ride of each passenger carried over the whole or any part of said route, or any extension thereof, and tariff for each parcel of freight of ten cents per hundred pounds, or fraction thereof, carried over the whole or any part of said route or any extension thereof; provided no charge shall be made for children under five years of age, accompanied by parents or guardians, and no charge shall be made for baggage in the hands of passengers. Grantees, their successors and assigns, may use upon their cars either conductors or fare boxes, as they find most practicable. The city of East Liverpool by its council, hereby agrees not to change the rate of fare or tariff in this section provided during the period in this ordinance granted; and that it will not, within such period, make any other requirements or exactions of grantees, their successors or assigns, in respect of pavement or maintenance of roadways, than in this ordinance provided.

SEC. 8. Ordinance No. 364, entitled, 'An ordinance granting Augustus Armstrong and Erhart Knauer, their successors and assigns, the right to lay, construct, maintain and operate a street railway along certain streets or parts thereof, herein named, in said city of East Liverpool, Ohio, under certain provisions and conditions,' being for non-performance of its conditions, voidable, is hereby repealed. The city council reserves the right that if the proposition for the undergrade crossing of the Cleveland and Pittsburg railroad is accepted by said council, the Electric Street Railway company shall use said undergrade crossing.

SEC. 9. This ordinance shall take effect on its passage and legal publication and the filing of written acceptance of its terms and conditions as herein provided, and cost of publication and former notice.

Passed in adjourned session, September 4, 1891.

Amending Section 1 of Ordinance No. 377.

An Ordinance to amend Section 1 of Ordinance No. 377.

SEC. 1. Be it ordained by the city council of the City of East Liverpool, Ohio, that Section 1 of Ordinance No. 377, entitled 'Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed April 29, 1891; passed September 4, 1891.

SEC. 1. Be it ordained by the city council of the City of East Liverpool, Ohio, that Section 1 of Ordinance No. 377, entitled 'Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; be amended to read as follows: That Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their successors and assigns, are hereby granted permission to construct, maintain and operate for the period of twenty-five (25) years an electric street railroad, with a single track and the necessary switches, turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, through the city of East Liverpool, Ohio, along the following route: Beginning at or near the residence of T. F. Anderson, thence along Pennsylvania avenue to and along Mulberry street, to and along Chestnut street, to and along Ohio avenue to the River road; thence along the River road to the end of street at the crossing of the Cleveland and Pittsburg railroad; thence along Second street to Washington street; thence along Washington street to Sixth street; thence along Sixth street to Franklin street; thence along Franklin street to Eighth street and the Wellsville road to a trestle bridge over Jethro valley to the west corporate limits of East Liverpool, and thence along County road and certain streets to Wellsville, Ohio.

SEC. 2. Section 1 of Ordinance No. 377, entitled 'Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be and the same is hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed September 8, 1891.

Amending Section 3 of Ordinance No. 377.

An Ordinance to amend Section 3 of Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, their legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891.

SEC. 1. Be it ordained by the council of the city of East Liverpool, Ohio, that Section 3 of Ordinance No. 377, entitled 'Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the east corporate limits of East Liverpool, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891; passed September 4, 1891, be amended to read as follows:

WHEREAS, The River road of said route has, as used, encroached in some part or parts upon the several premises of C. C. and J. C. Thompson, Homer Laughlin, the Harker Pottery company and Wallace & Chetwynd, or is claimed; and

WHEREAS, Said several parties have consented that grantees may construct, maintain and operate their electric street railroad upon said River road, as used upon or in front of their several premises, upon condition that grantees upon written notice from either will, within six months after such notice, move said railroad tracks outward upon the river bank at present grade upon the premises of either, as directed in such notice, until the same be upon said River road as legally established. Now, the city of East Liverpool hereby agrees and guarantees that in case said grantees, their successors or assigns of said railroad be required to move said tracks outward by such notice or notices, and grantees, upon receiving such notice, shall immediately file a copy with the city clerk, said track to be removed at railroad company's expense; said city will furnish to said grantees for their railroad track a proper foundation, at present grade on top of said river bank, either upon said River road as legally established, or upon the premises of either of said parties giving grantees such notice, and provide for grantees a continuous and practicable right of way upon the top of said River road, either as used or as legally established. At any

time after the completion of the street railroad hereunder that the city council shall deem it to the public interest that said railroad shall be extended to the east corporate limits of East Liverpool, and the necessary consent of property owners be given therefor, grantees, their successors or assigns, agree to extend railroad and operate the same to such east corporate limits within ninety days after being notified so to do by resolution of said city council; the route from Milton Kailston's to and along Ohio avenue, to and along Chestnut street, to and along Mulberry street to Pennsylvania avenue.

SEC. 2. Section 3 of Ordinance No. 377, entitled 'Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five (25) years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891, be and the same are hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed in adjourned session September 11, 1891.

Amending Section 2 of Ordinance No. 377.

An Ordinance to amend Section 2 of an ordinance entitled 'Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891.

SEC. 1. Be it ordained and enacted by the city council of the city of East Liverpool, Ohio, that Section 2 of Ordinance No. 377, entitled 'Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for a period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891, be amended to read as follows: In all streets and parts of streets along said route which are paved at the time of constructing said street railroad therein, said grantees shall use in constructing their tracks and its turn-outs and side-tracks, a steel girder rail of the most approved pattern for such purpose, and weighing not less than eighty-two pounds to the yard; and in all streets and highways along said route not paved when said tracks are constructed therein said grantees shall use a heavy T rail, and shall, during the period of this grant, so maintain the surface of the roadway within said tracks and outside of the said T rails so that vehicles in said roadway shall not be obstructed in crossing said tracks at any point in and along said highways. It is also agreed as one of the conditions of this ordinance that when any street, or part thereof, is hereafter paved along said railroad route, said street railway agree to take up the T rails and relay the same along said paved street with the steel girder rail. All poles to be located subject to the approval of the city engineer, and said poles to be painted by said railroad company, and said track to be located subject to the approval of the city engineer. At all points along said route where pavement is laid when said tracks are constructed, and wherever along said tracks the roadway shall hereafter be paved by said city, the said grantees for themselves, their successors and assigns, bind themselves to relay and repair such pavement whenever said grantees, their successors and assigns, shall disturb, take up or injure the same. In all such cases restoring said pavement to as good condition as the same was in before so taken up, disturbed or injured by grantees, their successors or assigns. Be it further enacted that the same provisions shall apply to C. C. and J. C. Thompson, Homer Laughlin, Harker Pottery company, and Wallace & Chetwynd, as mentioned in Section 1 of Ordinance No. 377, amending Section 3 of Ordinance No. 377, passed September 11, 1891.

SEC. 2. Section 2 of Ordinance No. 377, entitled 'Ordinance No. 377, granting permission to Albert L. Johnson, Sidney H. Short and C. E. Grover, of Cleveland, Ohio, their heirs, legal representatives, successors and assigns, to construct, maintain and operate an electric street railroad, with a single track, and the necessary turn-outs, turn-tables, side-tracks, poles, wires and appurtenances, from, at or near the residence of T. F. Anderson, along Pennsylvania avenue and County road, the River road, Second street, Washington street, Sixth street, Franklin street, Eighth street and the Wellsville road to the west corporate limits of East Liverpool, and to extend the same beyond said limits to Wellsville, Ohio, and fixing the terms and conditions of said grant for the period of twenty-five years, and repealing Ordinance No. 364, passed in adjourned session April 29, 1891, passed September 4, 1891, be and the same is hereby repealed.

SEC. 3. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed in adjourned session, September 16, 1891.

SEC. 5. It is further ordained and enacted that said The East Liverpool Railway company, its successors and assigns, be and they are hereby granted permission to extend its tracks on and along the following streets, (such extension being deemed by said council as being beneficial to the public and the written consent of the majority of the property owners upon said streets, or parts thereof, on the line of the proposed street railroad, represented by the foot frontage of the property abutting on the several streets, having been filed with the city clerk), to-wit: Beginning at a point in the present track of said company at the intersection of Eighth

street and Lisbon road and running thence on Lisbon road to Grandview avenue; thence on Grandview avenue to North Side avenue; thence on North Side avenue to Park avenue; thence on Park avenue to Oakwood avenue; thence on Oakwood avenue to Junction street; thence on Junction street to Dorothy street; thence on Dorothy street to terminus.

And the said company, its successors and assigns is hereby granted full permission to lay and maintain its tracks on and along the public streets and highways aforesaid, and to construct, maintain and operate thereon an electrical street railway with a suitable main track, and with the necessary switches, turn-outs, turn-tables, side-tracks, poles, wires and other appurtenances thereunto belonging, for and during the term of twenty-five (25) years from and after the passage and legal publication of this ordinance.

SEC. 6. The grant provided for in Section 5 of this ordinance, as far as applicable, and except as herein provided, shall be upon the same terms and subject to the same conditions as the terms and conditions contained in the original ordinances, and the several amendments thereto, granting to Albert L. Johnson, Sidney H. Short and C. E. Grover, their successors and assigns, the right and permission to construct, maintain and operate an electric street railway on and along certain streets in said city of East Liverpool, Ohio. See the revised ordinances of East Liverpool, Ohio, of 1894, pages 229 to 238 inclusive. Provided, however, that work on such extension shall begin on or before April 1st, 1900, and the same shall be completed on or before one year after the passage of this ordinance. After its completion said company shall operate said extension between Pleasant Heights and Sixth street daily between the hours of 5:30 a. m., legal time, and 10:30 p. m., legal time, unless prevented by unavoidable accident or contingency. Prior to 6 o'clock p. m., a car shall leave the "Diamond" and also at terminus on Dorothy street once every half hour; after 6 o'clock p. m., at least once every hour.

SEC. 7. In making the above mentioned grant on and along Third street and Market street, it is stipulated on the part of the city and agreed on the part of The East Liverpool Railway company, its successors and assigns, that the East Liverpool & Rock Springs Street Railway company, and its successors and assigns, in the ownership of its line, shall have the right to use the tracks of the East Liverpool Railway company on and along said streets as long as this grant continues in force. Provided, always, that mutually satisfactory traffic arrangements shall be made with, and a reasonable compensation paid to said The East Liverpool Railway company, its successors and assigns, for the use of its said tracks by said The East Liverpool & Rock Springs Street Railway company. If said companies, their successors and assigns, shall not be able to agree upon such traffic arrangements and compensation, the city council shall equitably determine the matter by ordinance.

In the use of the tracks of The East Liverpool Railway company by the East Liverpool & Rock Springs Street Railway company, it is stipulated that all cars of the latter company, and all cars of the former company running west on Third street and north on Market street to "the Diamond," and this route shall be followed as long as said The East Liverpool & Rock Springs Street Railway company, its successors and assigns, use said tracks, and shall not be departed from except in cases of accident or emergency, and shall be resumed as soon as conditions permit. Any failure on the part of said The East Liverpool Railway company, its successors or assigns, to fully comply with the requirements of this section, unless caused by unavoidable accident, will render this ordinance null and void.

SEC. 8. Transfer checks redeemable forthwith shall be issued on demand for one continuous passage from either of the present termini or any point on the present line to either of the northern termini herein mentioned, and from either of said northern termini to any point on said line for one fare, transfers to be made from car to car by the passenger at connecting points.

SEC. 9. The said The East Liverpool Railway company, its successors and assigns, shall carry the members of the police force and members of the fire department of the city of East Liverpool, Ohio, and the mail carriers in said city free of charge, while in uniform.

SEC. 10. The said The East Liverpool Railway company, its successors and assigns, shall, at its own cost and expense, construct and maintain and keep in good order and repair, the entire space between the outer rails of said track and for two feet on either side thereof, of a good, smooth, firm and durable pavement of hard burned brick or vitrified block, or other substance acceptable to council, where the streets are now paved, or may be hereafter paved, the work to be done to the satisfaction of the city engineer, and under his direction; repave and repair the same when ordered to do so by the council. The said The East Liverpool Railway company, its successors and assigns, shall put the crossings on said routes and the approaches to its track thereat in such condition, as to be crossed conveniently by teams, by planking the same with good and substantial planks, which crossings shall be kept in the best possible condition. Where not specified, all tracks to be laid under control of the city engineer.

SEC. 11. The failure on the part of the said The East Liverpool Railway company to complete and operate any of the extensions herein provided for, within the time herein specified shall work a forfeiture of the rights and privileges herein granted, and render this ordinance null and void.

SEC. 12. This ordinance shall take effect and be in force from and after its passage and legal publication.

Passed this 10th day of October, 1890.

GEORGE PEACH,

President of Council.

Attest: J. N. HANLEY,

City Clerk.

Published in the East Liverpool News Review, Nov. 13, 1899.

A Burglary Story.

They were telling "burglary stories" on the veranda in front of the grocery store in a down east town.

"The man's hand was thrust through the hole he had cut in the door," said the star talker, "when the woman seized the wrist and held on in spite of the struggles of the man outside. In the morning the burglar was found dead, having cut his own throat when he found escape impossible; but the brave woman had not known he was dead, and so had not released her grasp on his wrist all night long."

"Huh!" growled the skeptic in the corner. "Why didn't she feel of his pulse?"—Buffalo Commercial.

Crockery City Mills.

Flour and Feed, all grades. I will supply you with anything and everything in this line, wholesale and retail, at reasonable prices.

C. METSCH,
Foot of Broadway and Second, East Liverpool.

THE COUNT IN KENTUCKY.

Indicated Result Would Be Close—Legislature and Courts Likely to Decide.

LOUISVILLE, Nov. 13.—The second week of uncertainty regarding the result of the balloting for governor of Kentucky began with little prospect of an immediate definite result. The official count had been in progress two days, and official returns from a large majority of the 110 counties narrowed the contest down to a nose finish. Each side claims the election of its ticket, but the estimated plurality of either does not exceed 3,000. While the returns so far received favor Taylor, the result of the count may hinge on the decision given by the county election commissioners in several places where contest have been begun on the ground of alleged irregularities.

One of these contests, that in Nelson county, has been decided adversely to the Republicans. It involves 1,198 votes—nearly as many as either side claims as its plurality.

The Democrats will contest the votes of some of the mountain counties which return large Republican pluralities. The most important county involved is Knox, which gave Taylor 1,398 plurality. There are also contests in three precincts in Louisville which went Republican.

In any event it is difficult to see how a bitter contest before the legislature and courts can be avoided.

The Goebel people cling to their claim of a plurality of 5,000 in the state, these figures being the estimate made by the nominee himself.

At Republican headquarters in this city, Taylor's plurality is placed at 3,000. In neither case is it possible to get the figures upon which the claim is based, each side evidently fearing that giving publicity to the reports of its agents throughout the state might work to the advantage of its opponent in the event of a contest.

DAVIS WILL COME TO LIGHT.

Young Woman of Chicago Claims \$100,000 of the Estate.

OMAHA, Nov. 13.—A long lost will has come to light and with it the prospect that the immense estate of the late Andrew J. Davis, the Montana millionaire, will again burden the reports of the Montana supreme court. There is a woman in the case and she is after her share of the Davis millions. Her name is Mary C. Wilson and her home is in Chicago.

Andrew J. Davis died on March 11, 1890. He left an estate valued at from \$5,000,000 to \$7,000,000. No will was to be found other than a document executed in 1864, and aspiring heirs immediately plunged into litigation that was drawn out into a half dozen years.

During the trials affidavits were filed to show that other and later wills than the one of 1864 had been made by the decedent, but none of them appeared. The document that has now turned up purports to have been executed in October, 1889, some five months prior to death. Mary C. Wilson is bequeathed \$100,000 and other bequests are made.

Miss Wilson is not yet 30 years old. Miss Wilson, it is stated, did not know of Davis' death until some time afterward, but no reason is assigned why her claim was not pressed until this time.

M. E. MISSIONARY COMMITTEE.

Meets in Washington This Week—Rust Home to Be Started.

WASHINGTON, Nov. 13.—The annual meeting of the general missionary committee of the Methodist Episcopal church will begin here Wednesday. Most of the bishops and about 50 well-known workers in the missionary cause are expected to be present. The main object of the conference is to apportion \$1,250,000 contributed by the congregations throughout the country.

One of the features of the meeting will be the exercises incidental to the breaking of ground for the new Rust home on North Capital street Thursday afternoon. The social features will include a reception to the bishops and delegates by President McKinley at the White House Thursday evening.

No Government Relief.

WASHINGTON, Nov. 13.—Treasury officials expect that within a short time the money drawn from the financial institutions of the east for the movement of crops and other purposes in the west will begin to find its way to New York and that the apparent stringency in money will be accordingly relaxed. Meantime the authorities here declare that no exigency exists for any relief measures on the part of the government, and pending an exigency no action in that direction is contemplated.

Glad Jones Was Discharged.

HAZELTON, Pa., Nov. 13.—Gomer Jones, superintendent of the Lehigh

Here Are Some Bargains

For those who missed our Great Anniversary Sale of Bedding.

This week we are going to sell

75 PAIRS OF \$4 BLANKETS

for

\$3.38 Per Pair.

These are fine, all wool, large size, any color, elegant stock, just like those in our window.

HERE ARE 75 BARGAINS.

THE S. G. HARD CO. THE BIG STORE.

and Wilkesbarre Coal company's workings at Andenried and Honeybrook, where the famous strike culminated in the Latimer shooting about two years ago, and with which mines there have since been numerous strikes, has been superseded by William Mack of Wilkesbarre. Several thousand men of whom Jones had charge paraded and gave expression of their delight over their old superintendent's deposition.

Memorial Services For Anarchists.

CHICAGO, Nov. 13.—Memorial services for the four anarchists executed for implication in the Haymarket riots in 1887, were held under the auspices of the Socialist labor party club.

Fourth Body Recovered.

NEW YORK, Nov. 13.—The body of E. G. Haviland of Brooklyn was found in North river. He was drowned on the ferryboat Chicago and his is the fourth body recovered.

Mrs. Eyler to Be Retained.

TRENTON, Nov. 13.—It was officially announced that Mrs. Myrtle B. Eyler will be retained in the position as principal of the State Industrial school for Girls.

Moody Spoke to Thousands.

KANSAS CITY, Nov. 13.—Dwight L. Moody, the evangelist, who began an eight-day revival service here, spoke to 20,000 people at Convention hall.

Dewey Acted as Godfather.

NEW YORK, Nov. 13.—Admiral Dewey was godfather at a christening on Sunday. Mrs. Dewey went driving with a friend.

WEATHER FORECAST.

Western Pennsylvania, Ohio and West Virginia—Fair today and tomorrow; warmer today; variable winds.

EVENTS IN BRIEFS.

The price of steel bars was advanced in Pittsburgh \$5 a ton.

At Philadelphia Rev. Vincent Zaleski, pastor of the Independent Polish church, was found murdered in the study of his residence.

At Cincinnati Judge Taft of the United States circuit court of appeals signed a decree directing the sale of the Toledo, St. Louis and Kansas City railway, known as the Clover Leaf route, not later than Feb. 1, 1900.

Jennie Holmes, aged 8 years, was killed by a Pittsburgh and Western passenger train at Warren, O.

Near White, W. Va., a man named Dey shot and killed Luther Allen in self defense and was exonerated by a jury of inquest.

At Akron, O., Henry Rapp, aged 30, committed suicide by tying a rope around his neck and to a bed post, and then drawing up his feet, strangling to death.

At Meyersdale, Pa., while crossing the Salisbury branch of the Baltimore and Ohio railroad in a wagon, Elias Pike, an aged farmer, was seriously injured.

The Big Four mills and elevator at Van Lue, Hancock county, O., were completely consumed by fire, which originated from a hot pulley. Loss \$15,000; partly insured.

The funeral of the late C. A. Carpenter, chief engineer of the Lake Shore road from Toledo to Buffalo, was held at Painesville, O., and 300 railroad employees were in attendance.

The Greensburg (Pa.) Glass company's plant, recently purchased by the National Glass company, will be started Nov. 20, and the men will be hired on a non-union basis.

EXPECTS WAR WITH RUSSIA

Japs Watching British Army Operations, as an Expected Ally of That Country.

PORT TOWNSEND, Wash., Nov. 13.—Advices received by the Oriental steamship Stierene indicated that the Japanese government was taking a great interest in the South African war. Upon the recommendation of the general staff of the Japanese army an officer was to be sent to the scene of hostilities for the purpose of gaining a practical knowledge of the strength and tactics of the Boer army.

This move, according to the Kobe Chronicle, was indispensable, for the reason that Japan may be forced to rely upon the assistance of the British army at a distant date. The Russian minister in Seoul had created considerable stir in the diplomatic circles of Japan by making a demand to have the spheres of influence of the respective powers in Korea defined and has made a proposition to this effect to the ministers of various powers through Germany's representative. Japan strongly opposed the movement, and it was claimed in official circles that Russia had evolved a plan to counteract Japan's influence in Korea.

Japs Want Warship in Hurry.

LONDON, Nov. 13.—Hurried orders were received by the builders of the Japanese battleship now in process of construction at Clyde to complete the vessel as speedily as possible. The new ship, which will be one of the largest afloat, is to be finished by Jan. 1, 1900. It is believed that these instructions are the result of increasing tension between Japan and Russia.

Bryan to Go Hunting.

LINCOLN, Neb., Nov. 13.—W. J. Bryan and his son left for St. Louis, where they will be joined by Colonel M. C. Wetmore, and will go to the game preserve of the latter for a week's hunting trip. Mrs. Bryan will join her husband in Arkansas the latter part of the week, when they will go to Texas for an extended trip.

Probably Fatal Prizefight.

NEW YORK, Nov. 14.—At the Pelican A. C., in Brooklyn, Harry Apfel and Jack Fox were matched at 138 pounds for 20 rounds. Apfel was knocked out in the thirteenth round and several hours afterward lapsed into a state of coma, from which he has not yet recovered.

Robbed a Third Time.

BALTIMORE, Nov. 13.—For the third time within the past five years the Safe Deposit office at Cockersville, on the Northern Central railway, was blown open and robbed. The robbers secured \$30 in money and about \$250 worth of stamps.

To Be Entertained by Lord Mayor.

LONDON, Nov. 13.—The Morning Post understands that Emperor William during his coming visit to England will be entertained by the lord mayor at the Mansion house in the course of his stay in London.

Sentenced Murderer Found Dead.

MILWAUKEE, Nov. 13.—Ransom Wiltse, the Soldiers' home veteran who murdered Mrs. Maria Edgar and was sentenced to life imprisonment on Saturday last, was found dead in his cell at the county jail.

Tennessee Soldiers Landed.

SAN FRANCISCO, Nov. 13.—The Tennessee volunteers landed and went into camp at the presidio preparatory to being mustered out.

Carriages.

Cushion Tired.

For weddings, parties, or all calling parties, day or night.

J. D. WEST,

176 Sixth Avenue. Phone 38. Residence 136--Ring 6.

Undertaking in all its departments. Prompt service of carriages for funerals.

M'INTOSH,

THE DRUG MAN,

Ninth and Main, Wellsville.

When in the city call and quench your thirst with a glass of delicious ice cream soda. None but the choicest and purest flavors used.

A FEW LEADERS

4 Room Dwelling, Price, \$850.00.
5 Room Dwelling on Fifth St., Price \$2,300.00
8 Room Dwelling on 4th St., Price \$3,000.00.

We have other choice properties in all parts of the city. We also have a few fine lots in Chester, W. Va., that are bargains.

Geo. H. Owen & Co.,

Phone 49, 5 1st Nat. Bank Bldg.

BRIGGS

PIANOS
SMITH & PHILLIPS
EAST LIVERPOOL ~ OHIO
WITH W. L. THOMPSON & CO.

S. J. MARTIN, RESTAURANT,

175 BROADWAY.
CHOICE MEALS. Only 25c.

Tuesday, Nov. 14.

\$4.50 and \$5 top coats for boys, ages 3 to 14, \$3.65.
40c Scotch grey underwear for men, all sizes, 25c.

At ERLANGER'S.